



Utah Transit Authority

Board of Trustees

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, November 12, 2025

9:00 AM

FrontLines Headquarters

The UTA Board of Trustees will meet in person at UTA FrontLines Headquarters (FLHQ) - 669 W. 200 S., 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 and Opening Remarks** Chair Carlton Christensen
2. **Pledge of Allegiance** Chair Carlton Christensen
3. **Safety First Minute** Katie Morrison
4. **Public Comment** Chair Carlton Christensen
5. **Consent** Chair Carlton Christensen
 - a. Approval of October 22, 2025, Board Meeting Minutes
 - b. Approval of October 30, 2025, 2026 Budget Public Hearing Meeting Minutes
 - c. Quarterly Disbursement Report - Non-Inventory Vendors - Q3 2025
 - d. Quarterly Disbursement Report - Vehicle Parts Inventory Vendors - YTD Q3 2025
 - e. International Travel to Milan and Cortina - SLC-UT2034 Observer Program
 - f. Disbursement: Employee Appreciation Holiday Gift
6. **Oath of Office**
 - a. Oath of Office: Member of the Board of Trustees of the Authority - Beth Holbrook Cathie Griffiths

7. Reports

- a. Executive Director Report Jay Fox
 - UTA Recognition - Utah Transportation Conference and Transportation Demand Management Awards
 - Executive Director Team Award - Light Rail Vehicle Procurement Team
- b. Strategic Plan Minute: Generating Critical Economic Return - TRAX Forward Jay Fox
- c. Financial Report - September 2025 Viola Miller
Brad Armstrong
- d. Investment Report - Third Quarter 2025 Brian Reeves
- e. Discretionary Grants Report Tracy Young

8. Resolutions

- a. R2025-11-01 - Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Board of Trustees and Audit Committee for Calendar Year 2026 Carlton Christensen
- b. R2025-11-02 - Resolution Approving the Authority's 2026 Eco Pass Contracts Including the Eco Pass Fare Structure Brian Reeves
Monica Howe
- c. R2025-11-03 - Resolution Authorizing Execution of an Interlocal Agreement with Box Elder County and Willard City Corporation for the Historic Orchard Pathway Corridor David Osborn
Ethan Ray

9. Budget and Other Approvals

- a. TBA2025-11-01 - Technical Budget Adjustment - 2025 Capital Program Viola Miller
Daniel Hofer

10. Contracts, Disbursements and Grants

- a. Change Order: Janitorial Services for all UTA Office and Maintenance Facilities Change Order 4 - Exercising First Option Year and Adding Tooele Location (Merchants Building Maintenance) Kevin Anderson

- b. Change Order: Laserfiche Software Maintenance: Modification 5 - License Extension (Cities Digital, Inc.) Kyle Brimley
- c. Change Order: On-Call Infrastructure Maintenance Contract: Task Order #25-046 - Utah and Salt Lake County Bus Stop Package 1 (Stacy and Witbeck, Inc.) David Osborn
- d. Pre-Procurements Todd Mills
 - Transit Signal Priority (TSP) Corridor Study
 - Compressed Natural Gas (CNG) Fueling Building Expansion
 - Purchasing-card Program Administration

11. Service and Fare Approvals

- a. Fare Agreement: 2025/26 Ski Bus Pass Agreement (Alta Ski Area) Monica Howe
- b. Fare Agreement: 2025/26 Ski Bus Pass Agreement (Snowbird Resort) Monica Howe
- c. Fare Agreement: 2025/26 Ski Bus Pass Agreement (Sundance Ski Resort) Monica Howe
- d. Fare Agreement: 2025/26 Ski Bus Pass Agreement (SMHG Management LLC/Powder Mountain) Monica Howe
- e. Fare Agreement: Salt Lake Ski Super Pass - Amendment 4 - Term Extension (Visit Salt Lake) Monica Howe

12. Discussion Items

- a. 2026-2030 Five-Year Capital Plan and 2026 Capital Budget - Proposed Revisions Viola Miller
Jared Scarbrough
Daniel Hofer
- b. 2026 Customer Experience Wayfinding and Bus Stop Improvement Plans Nichol Bourdeaux
Jaron Robertson

13. Other Business

Chair Carlton Christensen

- a. Next Meeting: Wednesday, December 3, 2025 at 9:00 a.m.

14. Closed Session

Chair Carlton Christensen

- a. Strategy Session to Discuss Topics as Defined in Utah Code 52-4-205 (1):
 - The character, professional competence, or physical or mental health of an individual
 - Pending or reasonably imminent litigation

15. Open Session

Chair Carlton Christensen

16. Adjourn

Chair Carlton Christensen

Meeting Information:

- Special Accommodation: Information related to this meeting is available in alternate formats upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Requests for accommodations should be made at least two business days in advance of the scheduled meeting.
- Meeting proceedings may be viewed remotely by following the meeting video 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.
 - o Comments are limited to 3 minutes per commenter.
 - o One person's time may not be combined with another person's time.
 - o Distribution of handouts or other materials to meeting participants or attendees is not allowed.
 - o To support a respectful meeting environment, actions or words that disrupt the meeting, intimidate other participants, obstruct the view or hearing of others, or may cause safety concerns are not allowed.
 - o To join by Zoom:
 - Use this link: https://bit.ly/UTA_BOT_11-12-25 and follow the instructions to register for the meeting.
 - Use the "raise hand" function in Zoom to indicate you would like to make a comment.
- Public Comment may also be given through alternate means. See instructions below.
 - o Comment online at <https://www.rideuta.com/Board-of-Trustees>
 - o Comment via email at boardoftrustees@rideuta.com
 - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – please specify that your comment is for the upcoming Board of Trustees meeting.
 - o Comments submitted before 2:00 p.m. on Tuesday, November 11th will be distributed to board members prior to the meeting and added to the public record.
- Meetings are audio and video recorded and live-streamed.
- 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

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Curtis Haring, Board Manager
FROM: Curtis Haring, Board Manager

TITLE:

Approval of October 22, 2025, Board Meeting Minutes

AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the October 22, 2025, Board of Trustees meeting

BACKGROUND:

A meeting of the UTA Board of Trustees was held in person at UTA Frontlines Headquarters and broadcast live via the UTA Public Meeting Web Portal on Wednesday, October 22, 2025, at 9:00 a.m.

Minutes from the meeting document the actions of the Board 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/1031143.html>](https://www.utah.gov/pmn/sitemap/notice/1031143.html) and video feed is available through the [UTA Public Meeting Portal <https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243578&GUID=7A75C6E9-2B26-403B-BFF2-2F65852CBAC6>](https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243578&GUID=7A75C6E9-2B26-403B-BFF2-2F65852CBAC6).

ATTACHMENTS:

1. 2025-10-22_BOT_Minutes_unapproved



Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, October 22, 2025

9:00 AM

FrontLines Headquarters

Present: Chair Carlton Christensen
Trustee Jeff Acerson

Excused: Trustee Beth Holbrook

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:01 a.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Viola Miller, UTA Chief Financial Officer, delivered a brief safety message.

4. Public Comment, Part 1

Note: The public comment period was taken out of order from the agenda, taking place between the Executive Director Report (Item 6. a.) and the Strategic Plan Minute (Item 6. b).

5. Consent

a. Approval of October 8, 2025, Board Meeting Minutes

b. UTA Policy - UTA.02.02 Contracting Authority Policy

It was noted that the October 8, 2025 minutes were modified from what was originally submitted to provide updated information on how to access video recordings of the meeting through the UTA website.

A motion was made by Trustee Acerson, and seconded by Chair Christensen, to approve the modified minutes and remainder of the consent agenda. The motion carried by a unanimous vote.

6. Reports, Part 1

a. Executive Director Report

- UTA Recognition - Bus Operations & Maintenance Rodeo Winners

Jay Fox, UTA Executive Director, was joined by Andres Colman, UTA Chief Operations

Officer, to recognize winners from the recent Rodeo.

4. Public Comment, Part 2

Note: Out of order - see above. The call for public comment took place after the Executive Director's Report at 9:14 a.m.

In Person/Virtual Comment

No in person or virtual comment was given.

Online Comment

No online comment was received.

6. Reports, Part 2

b. Strategic Plan Minute: Building Community Support - Community Advocacy Plan

Jay Fox reported about key milestones completed so far in 2025. He also mentioned how the UTA social media presence has really grown. The number of followers has increased significantly.

c. Capital Program Report - Third Quarter 2025

Jared Scarbrough, UTA Acting Chief Capital Services Officer, was joined by Daniel Hofer, UTA Director of Capital Programming and Support, to give an update on the 2025 Capital Program through quarter three. Chair Christensen asked about updates to specific projects including the 5600 West vehicle procurement, grade crossing replacements, and bus stop construction. Staff answered accordingly.

7. Resolutions

a. R2025-10-04 - Resolution Granting 2025 Expenditure and Disbursement Authority to Non-Inventory Vendors

Robert Lamph, UTA Comptroller, and Eric Barrett, UTA Deputy Comptroller, requested the Board's authorization for an increase to the 2025 not-to-exceed amount for certain vendors. Discussion followed.

A motion was made by Trustee Acerson, and seconded by Chair Christensen, that this resolution be approved. The motion carried by the following vote:

Aye: Chair Christensen, and Trustee Acerson

Excused: Trustee Holbrook

8. Contracts, Disbursements and Grants

a. Change Order: Light Rail Vehicles Change Order 1 - Notice to Proceed in Exercising Option to Purchase 20 Vehicles (Stadler US)

Kyle Stockley, UTA Director of Capital Vehicles, explained the advantages of proceeding with purchasing 20 vehicles from Stadler US. There will be procurement savings from

exercising the option now. The contract amendment amount is \$121,511,694 which brings the total contract value to \$250,811,888.

A motion was made by Trustee Acerson, and seconded by Chair Christensen, that this change order be approved. The motion carried by a unanimous vote.

b. Change Order: Northern ADA Complementary Paratransit and Route Deviation Provider Services Modification 2 - Rate Modifications (MV Transportation, INC.)

Andres Colman, UTA Chief Operations Officer, and Ryan Taylor, UTA Special Services General Manager explained that this change order has been in negotiation for nearly two years. This reflects UTA's commitment to continuous improvement. Questions were asked about whether there is budget for this increase request. Discussion followed. The amendment amount is \$339,045, which brings the total contract value to \$25,373,599.

A motion was made by Trustee Acerson, and seconded by Chair Christensen, that this change order be approved. The motion carried by a unanimous vote.

c. Change Order: S-Line Extension Phase 1 Pre-Construction Design Services Change Order 4 - Systems and Pre-Curved Rail Procurement (Kiewit Infrastructure West Co.)

Jared Scarbrough described the project extending the streetcar line in Sugar House. To stay on schedule, the contractor, Kiewit will purchase equipment in UTA's name so it can be transferred to UTA should the agency decide to pursue a different contractor for construction, now that 90% of the design has been completed. The Board asked for an update on Highland Drive and Scarbrough committed to providing additional information on Salt Lake City's plans to reconstruct Highland Drive. The amendment amount is \$3,907,664.00 which brings the total contract value to \$8,923,166.11.

A motion was made by Trustee Acerson, and seconded by Chair Christensen, that this change order be approved. The motion carried by a unanimous vote.

d. Change Order: Federal External Relations - Administration - Modification 3 - Contract Extension (Cardinal Infrastructure, LLC)

Annette Royle, UTA Chief of Board Strategy and Governance, described the relationship between UTA and Cardinal Infrastructure, LLC, who provides government relations consulting services with federal agencies. To maintain consistency, a two-year extension to the contract with Cardinal was requested. The amendment amount is \$354,000 which brings the total contract value to \$1,146,000.

A motion was made by Trustee Acerson, and seconded by Chair Christensen, that this change order be approved. The motion carried by a unanimous vote.

e. Change Order: Federal External Relations - Congressional - Modification 3 - Contract Extension (Barker Leavitt, PLLC)

Annette Royle described the relationship between UTA and Barker Leavitt, PLLC who provides government relations consulting services with Utah's Congressional delegation. To maintain consistency, a two-year contract extension was requested. The amendment amount is \$323,535.12 which brings the total contract value to \$1,091,314.39

A motion was made by Trustee Acerson, and seconded by Chair Christensen, that this change order be approved. The motion carried by a unanimous vote.

9. Discussion Items

a. UTA Policy - UTA.02.01 Spending Authority Policy

Viola Miller was joined by Todd Mills, UTA Director of Supply Chain, to discuss amendments to the UTA Spending Authority Policy, including increases to the allowed transaction limits. Discussion followed about increasing the micro-purchase and small-purchase limit and strategies to ensure optimal pricing. Staff commented that this process should improve efficiency and help reduce workload. The board asked about requirements to adhere to state and federal procurement policies.

10. Other Business

- a. Next Meeting: Wednesday, November 12, 2025 at 9:00 a.m.

11. Adjourn

A motion was made by Trustee Acerson, and seconded by Chair Christensen, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 9:56 a.m.

Transcribed by Cherilyn Bradford
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/1031143.html> for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at <https://rideuta.granicus.com/player/clip/410>.

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

Approved Date:

Carlton J. Christensen
Chair, Board of Trustees



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Curtis Haring, Board Manager
FROM: Curtis Haring, Board Manager

TITLE:

Approval of October 30, 2025, 2026 Budget Public Hearing Meeting Minutes

AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the October 30, 2025, 2026 Budget Public Hearing Meeting.

BACKGROUND:

The UTA Board of Trustees held a budget hearing in person at UTA Frontlines Headquarters and broadcast the hearing live via the UTA Public Meeting Web Portal on Thursday October 30, 2025, at 5:30 p.m.

Minutes from the meeting document the actions of the Board 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/1028999.html) <<https://www.utah.gov/pmn/sitemap/notice/1028999.html>> and video feed is available through the [UTA Public Meeting Portal](https://rideuta.legistar.com/MeetingDetail.aspx?ID=1339254&GUID=53F10FE2-DD5E-4823-B382-AFBB5B93FE40) <<https://rideuta.legistar.com/MeetingDetail.aspx?ID=1339254&GUID=53F10FE2-DD5E-4823-B382-AFBB5B93FE40>>.

ATTACHMENTS:

1. 2025-10-30_BOT_Budget_Minutes_unapproved



Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Thursday, October 30, 2025

5:30 PM

FrontLines Headquarters

Public Hearing - 2026 Tentative Budget

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 5:30 p.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Beth Holbrook, UTA Trustee, delivered a brief safety message.

4. Discussion Items

a. UTA Tentative 2026 Budget Overview

Jay Fox, UTA Executive Director, provided an overview of the budget process and the budget alignment with UTA's strategic plan.

Viola Miller, UTA Chief Financial Officer, summarized the 2026 tentative budget and reviewed the 2026 tentative operating budget, including expenses by mode, office, category, and full-time equivalents (FTEs), as well as 2026 tentative capital funding details. Miller concluded by outlining the next steps in the budget approval process, along with options available for public comment.

5. Public Comment**In Person/Virtual Comment**

In person comment was given by:

- Melissa Clark, Eagle Mountain City Council Member
- Donna Burnham, Eagle Mountain City Council Member
- Charlotte Ducos

No virtual comment was given.

A transcript of the public comment is included in Appendix A to these minutes.

6. Adjourn

Jay Fox spoke about agency efforts in Utah County just prior to the meeting close.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 5:53 p.m.

Transcribed by Cathie Griffiths
Board Administration Manager
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/1028753.html> for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at <https://rideuta.legistar.com/MeetingDetail.aspx?ID=1339254&GUID=53F10FE2-DD5E-4823-B382-AFBB5B93FE40>.

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

Approved Date:

Carlton J. Christensen
Chair, Board of Trustees

Appendix A
In Person Public Comment

Melissa Clark:

Thank you, good evening. I'm Melissa Clark, I'm a member of the Eagle Mountain City Council. I'm here tonight because Eagle Mountain and the entire northwest corridor of Utah County is at a crossroads, and we need a strong partner in UTA. We are one of the fastest growing regions in the state, and in the nation. Eagle Mountain alone is adding more than 30 new residents, um, every other day, so combined between Eagle Mountain and Saratoga Springs, we're adding 30 every day.

In 2024, we issued over 1,500 building permits, more than any other city in Utah. We are doing our part to address the state's housing affordability crisis. And we're taking on the responsibility of long-term regional growth. But that kind of growth brings enormous pressure, and we cannot build our way out of this with roads alone.

Right now, our infrastructure is overwhelmed. SR-73 carries nearly 50,000 vehicles daily. Rated at a level of service of E. Pony Express Parkway sees nearly 40,000 vehicles daily, also, at level of service E, and still Eagle Mountain has no real transit service. We have a very, very limited bus twice a day. And that's why UTA's previous commitment to launch Route 860, a fixed-route bus to Eagle Mountain city center with 30-minute frequency starting in April of 2026 was so important. It acknowledged our need and gave, it gave our residents and planners something to build around. But in this proposed budget, that service has been removed. Let me be clear, pulling back on that promise to the fastest-growing city in the state sends the wrong message, not just to our residents, but to every community trying to grow responsibly.

At the same time, Eagle Mountain is leading in more than just housing. We're home to billions of dollars in commercial and industrial investment from companies like Meta, Tyson, Google, QTS Tract, and Annual Energy. That economic growth delivers real benefits to the state, thousands of high-paying jobs that grow Utah's income tax base, and infrastructure improvements, broadband, energy, water, that support broader regional systems.

Eagle Mountain is showing up. We've hosted UTA in our city, we've met with trustees and planners, and we've worked with Utah County and our neighbors to explore local funding options. We're not just asking for help. We're offering partnership. But partnership needs to be mutual. We're asking UTA to restore Route 860 to the 2026 budget and honor the April service commitment and stand with us as we build a regional transit system that keeps pace with growth.

Our city is ready, our residents ready. And now we need UTA to be ready, too.

Thank you for your time, and for your continued service to our region.

Donna Burnham:

Hi, I'm Donna Burnham, and I serve on the City Council of Eagle Mountain as well. And I'm also

petitioning you to, um, reinst... reinstate the Route 860.

I want to give you a little history of Eagle Mountain, because I know there's some concern about our low ridership numbers. Um, I've been on the council for 16 years. And when I was first on the council, we had standing room only on those buses because they were express buses to Salt Lake and to Orem. And literally our residents complained because they're, they were standing, and they were upset, that that was the complaint. Now we have very few people riding, because by the time it, um, my friend who rode the express bus quit riding because it took him twice as long to get to work going to the, the FrontRunner station, and then to work, then it did the express bus. And so, it became not worth it, but he's one of those people that has severe migraines, and sometimes his wife now has to go get him. um, whereas when he could do TRAX or FrontRunner, it was, it was accommodating for him.

We have a lot of people like that that need that kind of help. So, I would beg you not to just look at our ridership numbers and go, "Oh, they're not gonna ride the bus." They will. We will ride the bus, because it's getting to the point where our residents, that's all they talk about on our Facebook pages. Um, we're getting beat up all the time about the traffic. And one of the things that we really, really need is, um, a lane that's specific so that we could have a BRT-style transit, so that it would be faster. And we're willing to partner to make that happen. We want to work with you. We know what budgets are like. We get it. We have to deal with our city budget, and it's hard, because we need about 30 more employees than we have right now, and we can't hire them. So we get where you guys are at.

So, we're not trying to throw eggs at you or anything like that, um, but we are the fastest growing city in the state, and that's not going to stop anytime soon, and so we need your help. We're surrounded by mountains and then blocked off by a lake. You're never going to be able to build enough roads. So we need transit, or we're not going to be able to function as a city. So I hope that you'll reconsider. Thank you.

Charlotte Ducos:

Hi, my name is Charlotte Ducos. I'm also from Eagle Mountain. I am currently a resident running for city council and wanted to come and speak tonight.

I, uh, by day, am a schoolteacher. I teach at the high school, and so my, the people I spend my day with are young people. And as we got on the train to come here tonight, who got off the train? But that, that group of individuals that, that, that I teach. And we have a lot of our students out in Eagle Mountain that travel down to MTECH to take classes, and they're clogging up our streets, even in the middle of the day. They have expressed that they would love to be able to ride transit but don't have that option available to them. So in every 30 minutes, all day long, would have ridership from our young people if it came down specifically to that Thanksgiving Point Lehi Station, because right there, they get off. They've got their MTECH, um, right there. And so that would take trips off the road, and it would also provide ridership for that all-day long um, route.

I've also met with senior citizens in our community who have indicated that having a route

that would get them to shopping areas and things like that would be very, very helpful to them, because driving, obviously, is a difficulty for them. And so, having something that is reliable, and they know what time they can go and catch it, would be very helpful to them as well.

We're a growing community. Uh, Melissa did an amazing job of sharing with you all kinds of statistics about that. It's not going to slow down, and so we need solutions, and this is, this is where we're coming to try and grow responsibly, and to have those opportunities available. Um, and so I'm here also to ask you to reinstate Route 860. Um, hopefully you will consider that. I believe that it will be an investment that is worth making. Our community is very young. That's the group that's riding. And, uh, and so we'd like to help boost your ridership. Thank you.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, CFO
PRESENTER(S): Eric Barrett, Deputy Comptroller

TITLE:

Quarterly Disbursement Report - Non-Inventory Vendors - Q3 2025

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Review total disbursements made to non-inventory vendors during Q3 2025

BACKGROUND:

The Board approved resolution R2025-04-01 authorizing disbursements for non-inventory vendor payments in 2025. Resolution R2025-10-04 was approved on October 22, 2025 to authorize larger not to exceed amounts for four vendors which were approaching their original approved limits. The resolutions require a quarterly report to the Board on non-inventory disbursements.

DISCUSSION:

The required quarterly report of expenditures to non-inventory vendors is attached. The report shows that disbursements to all vendors are within the board-approved limits. Payments have been made to vendors as scheduled.

ALTERNATIVES:

None

FISCAL IMPACT:

None

ATTACHMENTS:

Quarterly Disbursement Report - Non-Inventory Vendors - Q3 2025

Quarterly Disbursement Report – Non-Inventory Vendors – Q3 2025

The Board approved resolution R2025-04-01 authorizing disbursements for non-inventory payments in 2025. The resolution requires a quarterly report to the Board on non-inventory disbursements. On October 22, 2025, the Board approved resolution R2025-10-04 which increased the not to exceed amounts for the following vendors: UTA/ATU Joint Insurance Trust, Salt Lake City Corp., FirstNet, and Rocky Mountain Power. This quarterly report for quarter three of 2025 shows the disbursement amounts for the non-inventory vendors for amounts greater than \$200,000. This is the third quarterly report for the 2025 fiscal year. All vendors are below their Not to Exceed amounts.

Type	Vendor Name	Purpose	Original 2025 Not to Exceed	Expenditures as of 9/30/2025	New 2025 Not to Exceed
Payroll	Department of the Treasury	Payroll Taxes	\$50,696,139	\$37,193,074	\$50,696,139
Payroll	UTA/ATU JOINT INSURANCE TRUST	Health Insurance (Collective Bargaining)	\$30,480,790	\$26,052,520	\$35,480,790
Payroll	OFFICE OF RECOVERY SERVICES	Utah State Child Support	\$451,514	\$352,576	\$451,514
Payroll	AMALGAMATED TRANSIT UNION	Union Dues for Employees	\$937,342	\$592,237	\$937,342
Payroll	UTAH ST TAX (WITHHOLDING ONLY)	Payroll Taxes	\$10,599,391	\$6,618,558	\$10,599,391
Payroll	VANTAGEPOINT TRANSFER AGENTS -	457 Plans	\$9,428,461	\$6,094,167	\$9,428,461
Payroll	Cambridge Associates, LLC.	Pension Contribution	\$34,446,297	\$25,338,818	\$34,446,297
Payroll	MUTUAL OF AMERICA LIFE INS.	457 Plans	\$7,032,052	\$3,923,124	\$7,032,052
Payroll	Utah-Idaho Teamsters Security	Health and Dental Insurance Premiums and Union Dues for Employees	\$713,544	\$514,178	\$713,544
Debt	Utah County Government	4th Quarter Cent Sales Tax Agreement with Utah County	\$3,377,512	\$838,756	\$3,377,512
Government	Utah Attorney General's Office	Legal Services	\$2,123,900	\$1,388,772	\$2,123,900
Utility	AT&T ++	Cellular Connection to Buses	\$581,695	\$183,524	\$581,695
Utility	CENTURY LINK (QWEST) +++	Internet Connection	\$501,381	\$174,398	\$501,381
Utility	Salt Lake City Corp	Electric, Water, and Sewer	\$262,234	\$261,444	\$402,234
Utility	MURRAY CITY UTILITIES	Electric, Water, and Sewer	\$650,701	\$470,921	\$650,701
Utility	FirstNet	Cellular Phone Contract	\$1,016,256	\$857,082	\$1,116,256
Utility	ROCKY MOUNTAIN POWER	Electricity	\$9,018,557	\$7,376,064	\$10,018,557
Utility	Enbridge Gas Utah (Dominion Energy/Questar)	Natural Gas	\$2,738,208	\$791,157	\$2,738,208



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Viola Miller, Chief Financial Officer
Todd Mills, Director of Procurement

TITLE:

Quarterly Disbursement Report - Vehicle Parts Inventory Vendors - YTD Q3 2025

AGENDA ITEM TYPE:
Report

RECOMMENDATION:

Review the parts supplier spend information by transit mode for YTD Q3 2025 as compared against disbursement authorization given by resolution.

BACKGROUND:

Resolution R2025-03-03 was approved by the Board of Trustees granting the purchasing authority and related disbursements to vehicle parts vendors in 2025 up to the amounts below:

- **Bus parts - up to \$9,850,000**
- **Light Rail Vehicle parts - up to \$11,000,000**
- **Commuter Rail Vehicle parts - up to \$5,000,000**

Per the resolution, at the end of every quarter the Director of Supply Chain provides a report of actual purchase totals by mode to the Board of Trustees, and will review and compare actual Purchase Order amounts with the amounts listed in the resolution. Any transit mode parts Purchase Order amounts that will likely exceed the forecasted amount will be brought back to the Board of Trustees for further review and authorization.

DISCUSSION:

Attached is the YTD Q3 parts expenditure totals by mode. Additionally, the top 5 vendors spend for each

transit mode are individually identified.

YTD Q3 2025 expenditure compared to the authorized amount in R2025-03-03 was:

- **Bus Parts** - \$6,198,893 Year-to-date expenditure compared to \$9,850,000 annual authorization.
 - **Light Rail Vehicle Parts** - \$5,900,364 Year-to-date expenditure compared to \$11,000,000 annual authorization.
 - **Commuter Rail Vehicle Parts** - \$3,505,721 Year-to-date expenditure compared to \$5,000,000 annual authorization.
 - **All Parts Total Spend** - \$15,604,978 Year-to-date expenditure compared to \$25,850,000 annual authorization.
-

ALTERNATIVES:

N/A

FISCAL IMPACT:

Each maintenance division is provided with an annual parts inventory budget as part of their Operating Expense Budget.

ATTACHMENTS:

Quarterly Disbursement Report - Vehicle Parts Inventory Vendors - YTD Q3 2025

Quarterly Disbursement Report

Vehicle Parts Inventory Vendors – YTD Q3 2025

1. Bus parts:

- a. Resolution R2025-03-03 authorized Bus vehicle parts purchases and disbursements in 2025 for up to \$9,850,000. The YTD Q3 actual expenditure for bus parts was \$6,198,893.
- b. Top five vendors in YTD Q3 2025 were:
 - i. \$1,427,265 – Gillig Corporation
 - ii. \$1,348,962 – Cummins Sales & Service
 - iii. \$777,042 – The Aftermarket Parts Co. (New Flyer)
 - iv. \$485,125 – Muncie Transit Supply
 - v. \$312,368 – Neopart Transit

2. Light Rail parts:

- a. Resolution R2025-03-03 authorized Light Rail vehicle parts purchases and disbursements in 2025 for up to \$11,000,000. The YTD Q3 actual expenditure was \$5,900,364
- b. Top five vendors in YTD Q3 2025 were:
 - i. \$951,314 – Siemens Mobility
 - ii. \$607,315 – Wabtec Passenger Transit
 - iii. \$322,935 – Penn Machine Co.
 - iv. \$291,028 – IFE North America
 - v. \$249,230 – Dellner Couplers

3. Commuter Rail parts:

- a. Resolution R2025-03-03 authorized Commuter Rail vehicle parts purchases and disbursements in 2025 for up to \$5,000,000. The YTD Q3 actual expenditure was \$3,505,721
- b. The top five vendors in YTD Q3 2025 were:
 - i. \$653,142 – L & S Electric
 - ii. \$510,123 – Western Rail
 - iii. \$278,210 – KB Rail Canada
 - iv. \$247,163 – Wabtec Passenger Transit
 - v. \$239,955 – ORX



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jay Fox, Executive Director
PRESENTER(S): Jay Fox, Executive Director

TITLE:

International Travel to Milan and Cortina - SLC-UT2034 Observer Program

AGENDA ITEM TYPE:

Other Approval

RECOMMENDATION:

Approve international work travel from February 1 - 14, 2026 in Milan and Cortina, Italy to join the Salt Lake City-Utah 2034 Olympic Organizing Committee's (SLC-UT2034) Observation Team's Program for the 2026 Winter Olympics. SLC-UT2034 has invited UTA employees Jay Fox (Executive Director) and Andrés Colman (Chief Operations Officer) to participate.

BACKGROUND:

Board Policy 2.1 Financial Management, section J 'Travel' indicates that "The Board of Trustees will approve work-related international travel for the Authority's employees in a public meeting."

DISCUSSION:

In advance of the Salt Lake City-Utah 2034 Olympic and Paralympic Winter Games, SLC-UT2034 has extended an invitation to UTA to participate in observing operations and logistics for the Olympic Games in Italy in February 2026. These games provide SLC-UT2034 and UTA with an opportunity to learn from the host's management of the Games' environment, including transportation operations. Participating in the Observer Program will help inform UTA's strategies/plans for 2034.

ALTERNATIVES:

Not attend

FISCAL IMPACT:

There is no registration fee for the Observer Program. Travel is approximately \$11,100 per attendee (including airfare, hotel accommodations, and per diem).

These costs are programmed in the 2026 approved budget under Travel and Training in each employee's respective department budgets.

ATTACHMENTS:

None



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, CFO
PRESENTER(S): Rob Lamph, Comptroller
Winny Mugweh, Payroll Manager

TITLE:

Disbursement: Employee Appreciation Holiday Gift

AGENDA ITEM TYPE:

Disbursement

RECOMMENDATION:

Approve the disbursement of the Holiday Appreciation Bonus to all employees.

BACKGROUND:

Historically UTA has given employees a grocery store gift card around the Thanksgiving holiday in appreciation for their hard work. In 2024 this was transitioned to a payment on the employee's paycheck.

DISCUSSION:

Payment will be made via direct deposit or paper check depending on the employee's current payroll selection. Disbursement will occur on a non-pay week to provide a distinct record of the gift. Disbursement is planned for November 21, 2025.

ALTERNATIVES:

Provide a physical card.

FISCAL IMPACT:

The cost for an estimate of 3,000 employees is \$487,290. This includes a gross up for Social Security and Medicare taxes, so each employee receives a full \$150 dollars. The final cost will depend on the number of

active employees at time of disbursement.

ATTACHMENTS:

none



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
FROM: Carlton Christensen, Chair of the Board of Trustees
PRESENTER(S): Cathie Griffiths, Executive Assistant to the Board Chair

TITLE:

Oath of Office: Member of the Board of Trustees of the Authority - Beth Holbrook

AGENDA ITEM TYPE:

Oath of Office

RECOMMENDATION:

Oath of Office is administered by Notary Public, Cathie Griffiths.

DISCUSSION:

The Utah Public Transit District Act (17B-2a-807.2) establishes a three-member Board of Trustees as the governing body of the Utah Transit Authority. The three trustees are selected from three regions comprising the UTA service area.

Beth Holbrook, who has been serving as trustee for the northern region, which includes Davis, Weber, and Box Elder Counties, since November 1, 2018, has been nominated by all applicable nominating bodies and reappointed as trustee by Governor Spencer Cox.

Trustee Holbrook will be sworn in for her third term, which is effective November 1, 2025, through November 1, 2029.

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
FROM: Jay Fox, Executive Director
PRESENTER(S): Jay Fox, Executive Director

TITLE:

Executive Director Report

- UTA Recognition - Utah Transportation Conference and Transportation Demand Management Awards
- Executive Director Team Award - Light Rail Vehicle Procurement Team

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

Jay Fox, Executive Director, will provide the following:

- UTA Recognition
 - Utah Transportation Conference Awards
 - Keeping Utah Moving Award - UTA Vanpool
 - Transportation Safety Award - Examining Rail Health - Infrared Technology
 - Connecting Communities Award - South Jordan TRAX Station
 - Transportation Demand Management Award
 - Excellence Award in the Transportation Provider Category
- Executive Director Team Award - Light Rail Vehicle Procurement Team (Jared Scarbrough, Kyle Stockley)



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jay Fox, Executive Director
PRESENTER(S): Jay Fox, Executive Director

TITLE:

Strategic Plan Minute: Generating Critical Economic Return - TRAX Forward

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

At the end of 2022, UTA adopted its 2022-2030 Strategic Goals and Objectives. The strategic minute provides an update on one of the five UTA strategic priorities - Quality of Life, Customer Experience, Organizational Excellence, Community Support, and Economic Return.

DISCUSSION:

This strategic minute highlights our Generating Critical Economic Return strategic priority. Capital Services owns this strategic initiative implementing the TRAX Forward program. The report will highlight key milestones achieved thus far in 2025.

ALTERNATIVES:

N/A

FISCAL IMPACT:

N/A

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Viola Miller, Chief Financial Officer
Brad Armstrong, Director Budget & Financial Strategy

TITLE:

Financial Report - September 2025

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

The Board of Trustees Policy No. 2.1, Financial Management, directs the Chief Financial Officer to present monthly financial statements stating the Authority's financial position, revenues, and expenses to the Board of Trustees as soon as practical with monthly and year-to-date budget versus actual reports to be included in the monthly financial report. The September 2025 Monthly Financial Statements have been prepared in accordance with the Financial Management Policy and will be presented to the Board. Also provided is the monthly Board Dashboard which summarizes key information from the September 2025 Monthly Financial Statements.

DISCUSSION:

At the November 12, 2025, meeting, the Chief Financial Officer will review the Board Dashboard key items, passenger revenues, sales tax collections, operating expense variances, and capital budget status. The Chief Financial Officer will also present key metrics in Accounting, Supply Chain, and Fares and receive questions from the Board of Trustees.

ALTERNATIVES:

N/A

FISCAL IMPACT:

N/A

ATTACHMENTS:

- September 2025 Board Dashboard
- September 2025 Monthly Financial Statements

Utah Transit Authority

Board Dashboard: Sep 30, 2025

Financial Metrics	Sep Actual	Sep Budget	Fav / (Unfav)	%	YTD Actual	YTD Budget	Fav / (Unfav)	%
Sales Tax (Aug '25 mm \$)	\$ 45.6	\$ 42.7	\$ 2.82	● 6.6%	\$ 336.4	\$ 326.5	\$ 9.88	● 3.0%
Fare Revenue (mm)	\$ 3.1	\$ 3.5	\$ (0.38)	● -10.8%	\$ 28.8	\$ 28.5	\$ 0.23	● 0.8%
Operating Exp (mm)	\$ 35.4	\$ 38.5	\$ 3.08	● 8.0%	\$ 320.8	\$ 346.3	\$ 25.55	● 7.4%
Subsidy Per Rider (SPR)	\$ 8.42	\$ 10.21	\$ 1.79	● 17.5%	\$ 9.73	\$ 10.21	\$ 0.48	● 4.7%
UTA Diesel Price (\$/gal)	\$ 2.64	\$ 3.60	\$ 0.96	● 26.8%	\$ 2.46	\$ 3.60	\$ 1.14	● 31.7%
Operating Metrics	Sep Actual	Sep-24	F / (UF)	%	YTD Actual	YTD 2024	F / (UF)	%
Ridership (mm)	3.83	3.74	0.09	● 2.5%	30.09	30.13	(0.04)	● -0.1%
Energy Cost by Type (Monthly Avg YTD)								
	Diesel Bus (Cost per Mile)				\$	0.52		
	Diesel CR (Cost per Mile)				\$	4.15		
	Unleaded Gas (Cost per Mile)				\$	0.47		
	CNG (Cost per Mile)				\$	0.37		
	Bus Propulsion Power (Cost per Mile)				\$	0.53		
	TRAX Propulsion Power (Cost per Mile)				\$	0.82		

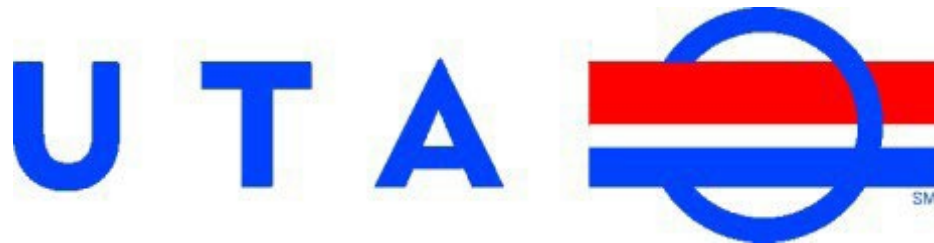
"Sales Tax" lists the amount of sales tax revenue received for the month listed in bold. All other data reflects the month listed in the table title.

Utah Transit Authority

Financial Statement

(Unaudited)

September 30, 2025



KEY ITEM REPORT
(UNAUDITED)
As of September 30, 2025

EXHIBIT 1-1

	2025 YTD ACTUAL	2025 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Operating Revenue	\$ (30,398,532)	\$ (30,307,128)	\$ 91,404	0%
2 Operating Expenses	320,795,093	346,344,508	25,549,415	7%
3 Net Operating Income (Loss)	(290,396,561)	(316,037,380)	25,640,819	8%
4 Capital Revenue	(158,452,188)	(225,687,750)	(67,235,562)	-30%
5 Capital Expenses	180,378,712	297,923,250	117,544,538	39%
6 Net Capital Income (Loss)	(21,926,524)	(72,235,500)	50,308,976	70%
7 Sales Tax	(379,201,322)	(372,141,792)	7,059,530	2%
8 Other Revenue	(130,615,753)	(69,241,250)	61,374,503	89%
9 Debt Service	61,096,812	58,302,720	(2,794,092)	-5%
10 Sale of Assets	(1,552,305)	-	1,552,305	
11 Net Non-Operating Income (Loss)	450,272,568	383,080,323	67,192,246	18%
12 Contribution to Cash Balance	\$ 137,949,484	\$ (5,192,557)	\$ 143,142,041	2757%
13 Amortization	7,430,244			
14 Depreciation	135,271,897			
15 Total Non-cash Items	\$ 142,702,140			

STATISTICS

RIDERSHIP

2024 YE Actual	Sep 2025	Sep 2024	Difference	2025 YTD	2024 YTD	Difference
16 40,478,945	3,832,053	3,738,638	93,415	30,090,071	30,132,106	(42,035)

OPERATING SUBSIDY PER RIDER -

	SPR
17 Net Operating Expense	\$ 321,615,561
18 Less: Passenger Revenue	- (28,775,301)
19 Subtotal	292,840,260
20 Divided by: Ridership	÷ 30,090,071
21 Subsidy per Rider	<u>\$ 9.73</u>

SUMMARY FINANCIAL DATA
(UNAUDITED)
As of September 30, 2025

EXHIBIT 1-2

BALANCE SHEET

	9/30/2025	9/30/2024
CURRENT ASSETS		
1 Cash	\$ 25,557,208	\$ 43,095,188
2 Investments (Unrestricted)	400,066,463	409,533,990
3 Investments (Restricted)	231,317,068	148,442,075
4 Receivables	100,286,449	127,603,157
5 Receivables - Federal Grants	318,932	708,073
6 Inventories	54,030,175	47,086,539
7 Prepaid Expenses	8,991,061	2,887,266
8 TOTAL CURRENT ASSETS	\$ 820,567,355	\$ 779,356,288
9 Property, Plant & Equipment (Net)	2,950,280,600	2,932,969,971
10 Other Assets	137,010,730	127,866,265
11 TOTAL ASSETS	\$ 3,907,858,685	\$ 3,840,192,523
12 Current Liabilities	141,404,237	175,040,439
14 Net Pension Liability	133,377,587	142,283,669
15 Outstanding Debt	2,351,065,927	2,335,934,193
16 Net Investment in Capital Assets	787,732,339	760,900,552
17 Restricted Net Position	127,716,229	83,985,809
18 Unrestricted Net Position	366,562,366	342,047,861
19 TOTAL LIABILITIES & EQUITY	\$ 3,907,858,685	\$ 3,840,192,523

RESTRICTED AND DESIGNATED CASH AND CASH EQUIVALENTS RECONCILIATION

RESTRICTED RESERVES		
20 2018 Bond Proceeds	0	\$ 65
21 2019 Bond Proceeds	0	714,478
22 2025 Bond Proceeds	118,302,375	-
23 Debt Service Interest Payable	51,893,845	52,630,948
24 Risk Contingency Fund	8,219,010	8,260,610
25 Catastrophic Risk Reserve Fund	1,191,864	1,153,371
26 Box Elder County ROW (sales tax)	4,940,846	-
27 Utah County 4th Qtr (sales tax)	31,067,326	22,516,621
28 Amounts held in escrow	15,701,801	62,796,039
29 TOTAL RESTRICTED RESERVES	\$ 231,317,068	\$ 148,072,131
DESIGNATED GENERAL AND CAPITAL RESERVES		
30 General Reserves	\$ 80,300,000	72,100,000
31 Service Sustainability Reserves	13,400,000	12,017,000
32 Capital Reserve	66,900,000	46,541,000
33 Debt Reduction Reserve	30,000,000	30,000,000
34 TOTAL DESIGNATED GENERAL AND CAPITAL RESERVES	\$ 190,600,000	\$ 160,658,000
35 TOTAL RESTRICTED AND DESIGNATED CASH AND EQUIVALENTS	\$ 421,917,068	\$ 308,730,131

SUMMARY FINANCIAL DATA

EXHIBIT 1-3

(UNAUDITED)

As of September 30, 2025

REVENUE & EXPENSES

	ACTUAL Sep-25	ACTUAL Sep-24	YTD 2025	YTD 2024
OPERATING REVENUE				
1 Passenger Revenue	\$ (3,115,774)	\$ (3,365,615)	\$ (28,775,301)	\$ (29,811,168)
2 Advertising Revenue	(181,565)	(179,167)	(1,623,232)	(1,554,500)
3 TOTAL OPERATING REVENUE	\$ (3,297,339)	\$ (3,544,781)	\$ (30,398,532)	\$ (31,365,668)
OPERATING EXPENSE				
4 Bus Service	\$ 12,825,333	\$ 12,885,043	\$ 115,375,539	\$ 108,264,010
5 Commuter Rail	2,721,801	2,620,521	21,088,677	22,602,181
6 Light Rail	4,312,471	3,938,687	38,036,416	35,042,133
7 Maintenance of Way	1,765,940	1,687,100	15,322,005	15,824,589
8 Paratransit Service	2,720,360	2,853,393	22,840,889	23,129,583
9 RideShare/Van Pool Services	118,610	196,381	2,690,765	2,305,374
10 Microtransit	1,214,103	1,184,302	12,136,271	7,178,513
11 Operations Support	4,923,079	5,319,430	47,013,997	48,611,201
12 Administration	4,777,976	4,617,368	47,111,002	40,062,116
13 Non-Departmental	-	-	(820,468)	5,557,291
14 TOTAL OPERATING EXPENSE	\$ 35,379,672	\$ 35,302,226	\$ 320,795,093	\$ 308,576,991
15 NET OPERATING (INCOME) LOSS	\$ 32,082,333	\$ 31,757,444	\$ 290,396,561	\$ 277,211,323
NON-OPERATING EXPENSE (REVENUE)				
16 Investment Revenue	(2,410,014)	(2,051,542)	(12,318,833)	(19,956,987)
17 Sales Tax Revenue ¹	(45,278,628)	(47,516,220)	(379,201,322)	(371,149,344)
18 Other Revenue	(3,017,857)	(3,554,535)	(11,913,081)	(10,110,588)
19 Fed Operations/Preventative Maint. Revenue	(73,202,304)	(33,010,013)	(106,383,839)	(37,990,053)
20 Bond Interest	12,972,901	6,069,913	55,948,174	60,515,372
21 Bond Interest UTCT	139,793	148,357	1,283,827	1,335,214
22 Bond Cost of Issuance/Fees	-	1,078,845	2,358,784	2,161,921
23 Lease Interest	142,605	443,276	1,506,026	2,498,942
24 Sale of Assets	(189,662)	(8,555)	(1,552,305)	(801,714)
25 TOTAL NON-OPERATING EXPENSE (REVENUE)	\$ (110,843,167)	\$ (78,400,473)	\$ (450,272,568)	\$ (373,497,237)
26 CONTRIBUTION TO RESERVES	\$ 78,760,834	\$ 46,643,029	\$ 159,876,008	\$ 96,285,913
OTHER EXPENSES (NON-CASH)				
27 Bond Premium/Discount Amortization	(344,047)	(334,646)	(3,096,420)	(3,072,286)
28 Bond Refunding Cost Amortization	1,102,053	1,242,599	9,918,479	24,183,386
29 Future Revenue Cost Amortization	67,576	67,577	608,186	608,186
30 Depreciation	36,505,133	11,990,032	135,271,897	104,206,699
31 NET OTHER EXPENSES (NON-CASH)	\$ 37,330,716	\$ 12,965,562	\$ 142,702,140	\$ 125,925,985

¹ Current Year Sales Taxes YTD Include Actuals Plus Two Prior Month Accruals

**BUDGET TO ACTUAL REPORT
(UNAUDITED)**

EXHIBIT 1-4

As of September 30, 2025

CURRENT MONTH

	ACTUAL Sep-25	BUDGET Sep-25	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
OPERATING REVENUE				
1 Passenger Revenue	\$ (3,115,774)	\$ (3,491,950)	\$ (376,176)	-11%
2 Advertising Revenue	(181,565)	(195,917)	\$ (14,352)	-7%
3 TOTAL OPERATING REVENUE	\$ (3,297,339)	\$ (3,687,867)	\$ (390,527)	-11%
OPERATING EXPENSE				
4 Bus Service	\$ 12,825,333	13,291,592	\$ 466,259	4%
5 Commuter Rail	2,721,801	2,736,357	\$ 14,556	1%
6 Light Rail	4,312,471	4,329,037	\$ 16,566	0%
7 Maintenance of Way	1,765,940	1,953,617	\$ 187,677	10%
8 Paratransit Service	2,720,360	2,507,899	\$ (212,461)	-9%
9 RideShare/Van Pool Services	118,610	336,139	\$ 217,529	65%
10 Microtransit	1,214,103	1,400,877	\$ 186,774	13%
11 Operations Support	4,923,079	5,504,897	\$ 581,818	10%
12 Administration	4,777,976	6,182,213	\$ 1,404,237	20%
13 Non-Departmental	-	214,504	\$ 214,504	
14 TOTAL OPERATING EXPENSE	\$ 35,379,672	\$ 38,457,131	\$ 3,077,459	8%
15 NET OPERATING (INCOME) LOSS	\$ 32,082,333	\$ 34,769,264	\$ 2,686,931	8%
NON-OPERATING EXPENSE (REVENUE)				
16 Investment Revenue	\$ (2,410,014)	\$ (423,750)	\$ 1,986,264	469%
17 Sales Tax Revenue	(45,278,628)	(45,658,077)	\$ (379,449)	-1%
18 Other Revenue	(3,017,857)	(1,235,500)	\$ 1,782,357	144%
19 Fed Operations/Preventative Maint. Revenue	(73,202,304)	(6,034,000)	\$ 67,168,304	1113%
20 Bond Interest	12,972,901	6,049,457	\$ (6,923,445)	-114%
21 Bond Interest UTCT	139,793	139,793	\$ 0	0%
22 Bond Cost of Issuance/Fees	-	4,500	\$ 4,500	60%
23 Lease Interest	142,605	283,303	\$ 140,698	50%
24 Sale of Assets	(189,662)	-	\$ 189,662	
25 TOTAL NON-OPERATING EXPENSE (REVENUE)	\$ (110,843,167)	\$ (46,874,275)	\$ 63,968,892	136%
26 CONTRIBUTION TO RESERVES	\$ 78,760,834	\$ 12,105,010		

BUDGET TO ACTUAL REPORT BY CHIEF
(UNAUDITED)
As of September 30, 2025

EXHIBIT 1-4A

CURRENT MONTH

		ACTUAL	BUDGET	ORIGINAL	AMENDED	VARIANCE	%
		Sep-25	Sep-25	BUDGET	BUDGET	FAVORABLE	FAVORABLE
				TOTAL	TOTAL	(UNFAVORABLE)	(UNFAVORABLE)
OPERATING EXPENSE							
1	Board of Trustees	\$ 270,150	\$ 314,069	\$ 3,768,864	\$ 3,768,864	\$ 43,919	14%
2	Executive Director	548,740	628,222	\$ 7,538,842	7,538,842	\$ 79,482	13%
3	Chief Communication Officer	244,269	403,498	\$ 4,842,106	4,842,106	\$ 159,229	39%
4	Chief Planning and Engagement Of	1,916,433	2,286,554	\$ 27,396,584	27,396,584	\$ 370,121	16%
5	Chief Finance Officer	1,269,695	1,583,568	\$ 19,667,986	19,076,098	\$ 313,873	20%
6	Chief Operating Officer	27,611,735	28,881,379	\$ 347,117,591	347,709,480	\$ 1,269,644	4%
7	Chief People Officer	971,714	1,157,342	\$ 13,868,057	13,868,057	\$ 185,628	16%
8	Chief Development Officer	523,615	690,287	\$ 8,183,427	8,183,427	\$ 166,672	24%
9	Chief Enterprise Strategy Officer	2,023,322	2,297,708	\$ 31,267,370	31,267,370	\$ 274,386	12%
10	Non-Departmental	-	214,504	\$ 858,014	858,014	\$ 214,504	100%
11	TOTAL OPERATING EXPENSE	\$ 35,379,672	\$ 38,457,131	\$ 464,508,841	\$ 464,508,842	\$ 3,077,459	8%

YEAR TO DATE

		ACTUAL	BUDGET		VARIANCE	%
		Sep-24	Sep-24		FAVORABLE	FAVORABLE
					(UNFAVORABLE)	(UNFAVORABLE)
OPERATING EXPENSE						
12	Board of Trustees	\$ 2,305,868	\$ 2,826,625		\$ 520,757	18%
13	Executive Director	5,408,619	5,654,010		\$ 245,391	4%
14	Chief Communication Officer	2,778,188	3,631,491		\$ 853,303	23%
15	Chief Planning and Engagement Of	19,190,786	20,558,497		\$ 1,367,711	7%
16	Chief Finance Officer	12,033,235	14,248,610		\$ 2,215,375	16%
17	Chief Operating Officer	246,032,199	260,259,692		\$ 14,227,493	5%
18	Chief People Officer	8,195,445	10,395,901		\$ 2,200,456	21%
19	Chief Development Officer	5,739,162	6,137,581		\$ 398,419	6%
20	Chief Enterprise Strategy Officer	21,150,759	21,988,589		\$ 837,830	4%
21	Non-Departmental	(820,468)	643,512		\$ 1,463,980	227%
22	TOTAL OPERATING EXPENSE	\$ 322,013,793	\$ 346,344,508		\$ 63,054,489	18%

**BUDGET TO ACTUAL REPORT
(UNAUDITED)**

EXHIBIT 1-5

As of September 30, 2025

YEAR TO DATE

	ACTUAL	BUDGET	VARIANCE	%
	Sep-25	Sep-25	FAVORABLE (UNFAVORABLE)	FAVORABLE (UNFAVORABLE)
OPERATING REVENUE				
1 Passenger Revenue	\$ (28,775,301)	\$ (28,543,878)	\$ 231,423	1%
2 Advertising Revenue	(1,623,232)	(1,763,250)	\$ (140,018)	-8%
3 TOTAL OPERATING REVENUE	\$ (30,398,532)	\$ (30,307,128)	\$ 91,404	0%
OPERATING EXPENSE				
4 Bus Service	\$ 115,375,539	\$ 120,144,496	\$ 4,768,957	4%
5 Commuter Rail	21,088,677	24,535,300	\$ 3,446,623	14%
6 Light Rail	38,036,416	38,712,236	\$ 675,820	2%
7 Maintenance of Way	15,322,005	17,301,027	\$ 1,979,022	11%
8 Paratransit Service	22,840,889	22,497,465	\$ (343,423)	-2%
9 RideShare/Van Pool Services	2,690,765	3,025,258	\$ 334,493	11%
10 Microtransit	12,136,271	12,607,941	\$ 471,670	4%
11 Operations Support	47,013,997	50,079,179	\$ 3,065,182	6%
12 Administration	47,111,002	56,798,093	\$ 9,687,091	17%
13 Non-Departmental	(820,468)	643,512	\$ 1,463,980	227%
14 TOTAL OPERATING EXPENSE	\$ 320,795,093	\$ 346,344,508	\$ 25,549,415	7%
15 NET OPERATING (INCOME) LOSS	\$ 290,396,561	\$ 316,037,380	\$ 25,640,819	7%
NON-OPERATING EXPENSE (REVENUE)				
16 Investment Revenue	\$ (12,318,833)	\$ (3,813,750)	\$ 8,505,083	223%
17 Sales Tax Revenue	(379,201,322)	(372,141,792)	\$ 7,059,530	2%
18 Other Revenue	(11,913,081)	(11,119,500)	\$ 793,581	7%
19 Fed Operations/Preventative Maint. Revenue	(106,383,839)	(54,308,000)	\$ 52,075,839	96%
20 Bond Interest	55,948,174	54,445,109	\$ (1,503,064)	-3%
21 Bond Interest UTCT	1,283,827	1,258,134	\$ (25,693)	-2%
22 Bond Cost of Issuance/Fees	2,358,784	49,750	\$ (2,309,034)	-4641%
23 Lease Interest	1,506,026	2,549,726	\$ 1,043,700	41%
24 Sale of Assets	(1,552,305)	-	\$ 1,552,305	
25 TOTAL NON-OPERATING EXPENSE (REVENUE)	\$ (450,272,568)	\$ (383,080,323)	\$ 67,192,246	16%
26 CONTRIBUTION TO RESERVES	\$ 159,876,008	\$ 67,042,943		

CAPITAL PROJECTS
(UNAUDITED)
As of September 30, 2025

EXHIBIT 1-6

	2025	ANNUAL	
	ACTUAL	BUDGET	PERCENT
EXPENSES			
1 Capital Services	\$ 160,259,063	\$ 337,680,000	47.5%
2 Enterprise Strategy	7,128,180	19,460,000	36.6%
3 Executive Director (Safety)	703,302	1,360,000	51.7%
4 Finance	6,883,553	23,019,000	29.9%
5 Operations	2,813,785	10,482,000	26.8%
6 People	2,025,997	2,795,000	72.5%
7 Planning & Engagement	564,832	2,435,000	23.2%
9 TOTAL	\$ 180,378,712	\$ 397,231,000	45.4%
REVENUES			
10 GRANT	\$ 114,068,158	\$ 127,571,000	89.4%
11 STATE CONTRIBUTION	10,812,488	45,619,000	23.7%
12 LEASES (PAID TO DATE)	18,622,731	32,652,000	57.0%
13 BONDS	9,749,215	90,055,000	10.8%
14 LOCAL PARTNERS	5,199,596	5,020,000	103.6%
15 UTA FUNDING	21,926,524	96,314,000	22.8%
16 TOTAL	\$ 180,378,712	\$ 397,231,000	45.4%

**FAREBOX RECOVERY & SPR
(UNAUDITED)**

EXHIBIT 1-7

As of September 30, 2025

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	Sep-25	Sep-24	2025	2024
UTA				
Fully Allocated Costs	35,379,672	35,302,226	321,615,561	308,576,991
Passenger Farebox Revenue	3,115,774	3,365,615	28,775,301	29,811,168
Passengers	3,832,053	3,738,638	30,090,071	30,132,106
Farebox Recovery Ratio	8.8%	9.5%	8.9%	9.7%
Actual Subsidy per Rider	\$8.42	\$8.54	\$9.73	\$9.25
BUS SERVICE				
Fully Allocated Costs	17,556,558	17,715,751	161,313,471	154,162,673
Passenger Farebox Revenue	1,397,087	1,421,974	12,400,739	12,226,039
Passengers	1,915,111	1,836,830	15,006,666	14,675,385
Farebox Recovery Ratio	8.0%	8.0%	7.7%	7.9%
Actual Subsidy per Rider	\$8.44	\$8.87	\$9.92	\$9.67
LIGHT RAIL SERVICE				
Fully Allocated Costs	8,386,496	8,020,754	76,239,281	73,886,837
Passenger Farebox Revenue	705,638	754,076	5,979,267	6,377,067
Passengers	1,283,090	1,286,902	9,773,446	10,374,294
Farebox Recovery Ratio	8.4%	9.4%	7.8%	8.6%
Actual Subsidy per Rider	\$5.99	\$5.65	\$7.19	\$6.51
COMMUTER RAIL SERVICE				
Fully Allocated Costs	4,496,035	4,408,263	37,821,551	39,251,119
Passenger Farebox Revenue	579,195	471,915	4,095,433	4,154,391
Passengers	393,066	388,074	3,090,191	3,075,668
Farebox Recovery Ratio	12.9%	10.7%	10.8%	10.6%
Actual Subsidy per Rider	\$9.96	\$10.14	\$10.91	\$11.41
MICROTRANSIT				
Fully Allocated Costs	1,340,575	1,314,494	13,361,842	8,409,161
Passenger Farebox Revenue	57,172	54,218	503,689	420,887
Passengers	56,193	50,196	489,455	417,105
Farebox Recovery Ratio	4.3%	4.1%	3.8%	5.0%
Actual Subsidy per Rider	\$22.84	\$25.11	\$26.27	\$19.15
PARATRANSIT				
Fully Allocated Costs	3,127,313	3,282,952	26,886,618	27,254,780
Passenger Farebox Revenue	6,116	339,831	2,536,446	3,703,048
Passengers	86,167	84,400	719,977	743,097
Farebox Recovery Ratio	0.2%	10.4%	9.4%	13.6%
Actual Subsidy per Rider	\$36.22	\$34.87	\$33.82	\$31.69
RIDESHARE				
Fully Allocated Costs	472,694	560,012	5,992,797	5,612,421
Passenger Farebox Revenue	370,565	323,601	3,259,727	2,929,737
Passengers	98,426	92,236	1,010,337	846,558
Farebox Recovery Ratio	78.4%	57.8%	54.4%	52.2%
Actual Subsidy per Rider	\$1.04	\$2.56	\$2.71	\$3.17

FAREBOX RECOVERY & SPR
(UNAUDITED)
As of September 30, 2025

EXHIBIT 1-8

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Sep-25	Sep-24	2025	2024
FULLY ALLOCATED COSTS				
Bus Service	\$17,556,558	\$17,715,751	\$161,313,471	\$154,162,673
Light Rail Service	\$8,386,496	\$8,020,754	\$76,239,281	\$73,886,837
Commuter Rail Service	\$4,496,035	\$4,408,263	\$37,821,551	\$39,251,119
Microtransit	\$1,340,575	\$1,314,494	\$13,361,842	\$8,409,161
Paratransit	\$3,127,313	\$3,282,952	\$26,886,618	\$27,254,780
Rideshare	\$472,694	\$560,012	\$5,992,797	\$5,612,421
UTA	\$35,379,671	\$35,302,226	\$321,615,560	\$308,576,991
PASSENGER FAREBOX REVENUE				
Bus Service	\$1,397,087	\$1,421,974	\$12,400,739	\$12,226,039
Light Rail Service	\$705,638	\$754,076	\$5,979,267	\$6,377,067
Commuter Rail Service	\$579,195	\$471,915	\$4,095,433	\$4,154,391
Microtransit	\$57,172	\$54,218	\$503,689	\$420,887
Paratransit	\$6,116	\$339,831	\$2,536,446	\$3,703,048
Rideshare	\$370,565	\$323,601	\$3,259,727	\$2,929,737
UTA	\$3,115,773	\$3,365,615	\$28,775,301	\$29,811,169
PASSENGERS				
Bus Service	1,915,111	1,836,830	15,006,666	14,675,385
Light Rail Service	1,283,090	1,286,902	9,773,446	10,374,294
Commuter Rail Service	393,066	388,074	3,090,191	3,075,668
Microtransit	56,193	50,196	489,455	417,105
Paratransit	86,167	84,400	719,977	743,097
Rideshare	98,426	92,236	1,010,337	846,558
UTA	3,832,053	3,738,638	30,090,072	30,132,107
FAREBOX RECOVERY RATIO				
Bus Service	8.0%	8.0%	7.7%	7.9%
Light Rail Service	8.4%	9.4%	7.8%	8.6%
Commuter Rail Service	12.9%	10.7%	10.8%	10.6%
Microtransit	4.3%	4.1%	3.8%	5.0%
Paratransit	0.2%	10.4%	9.4%	13.6%
Rideshare	78.4%	57.8%	54.4%	52.2%
UTA	8.8%	9.5%	8.9%	9.7%
ACTUAL SUBSIDY PER RIDER				
Bus Service	\$8.44	\$8.87	\$9.92	\$9.67
Light Rail Service	\$5.99	\$5.65	\$7.19	\$6.51
Commuter Rail Service	\$9.96	\$10.14	\$10.91	\$11.41
Microtransit	\$22.84	\$25.11	\$26.27	\$19.15
Paratransit	\$36.22	\$34.87	\$33.82	\$31.69
Rideshare	\$1.04	\$2.56	\$2.71	\$3.17
UTA	\$8.42	\$8.54	\$9.73	\$9.25

**SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)**

EXHIBIT 1-9

As of September 30, 2025

Classification	Total	Current	31-60 Days	61-90 Days	90-120 Days	Over 120 Days
1 Federal Grants Government ¹	\$ 318,932	\$ 318,932	-	-	-	-
2 Sales Tax Contributions	77,596,421	45,534,383	\$ 32,062,038	-	-	-
3 Warranty Recovery	1,474,279	1,474,279	-	-	-	-
4 Build America Bond Subsidies	-	-	-	-	-	-
5 Product Sales and Development	7,591,587	3,880,216	2,057,401	7,312	150,976	1,495,682
6 Pass Sales	(192,382)	(103,768)	2,338	(213,403)	1,573	120,878
7 Property Management	100,243	21,390	1,600	7,869	6,911	62,473
8 Vanpool/Rideshare	161,994	68,870	44,988	1,916	3,548	42,672
9 Salt Lake City Agreement	508,471	508,471	-	-	-	-
10 Planning	-	-	-	-	-	-
11 Capital Development Agreements	24,223,237	24,218,826	4,410	-	0	-
12 Other	(11,177,401)	421,324	-	5,857	600	365,192
13 Total	\$ 100,605,381	\$ 76,342,923	\$ 34,172,774	\$ (190,448)	\$ 163,609	\$ 2,086,898

Percentage Due by Aging

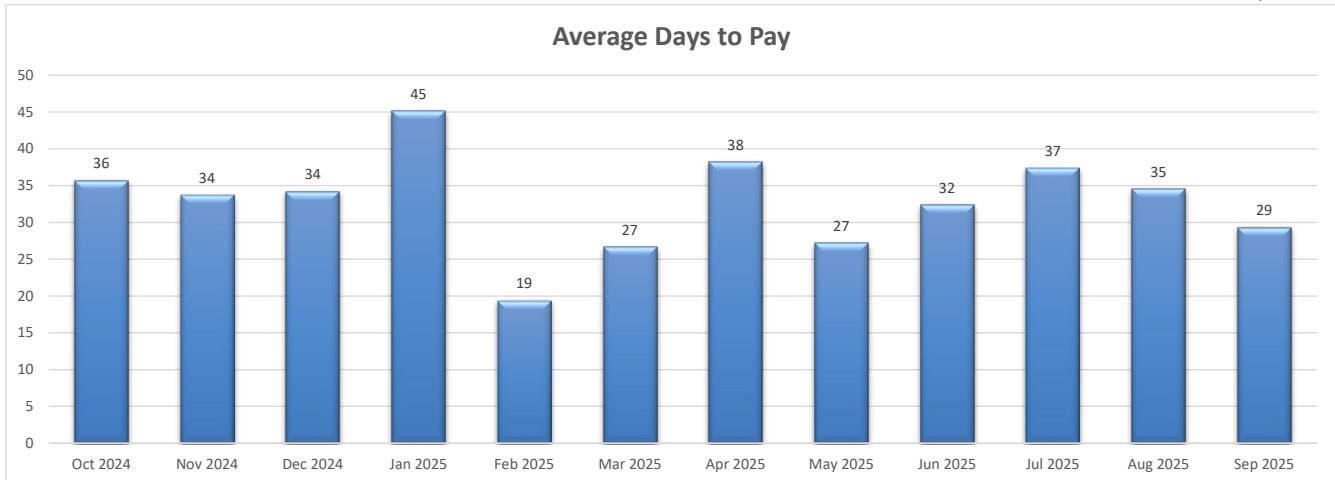
14 Federal Grants Government ¹	100.0%	0.0%	0.0%	0.0%	0.0%
15 Sales Tax Contributions	58.7%	41.3%	0.0%	0.0%	0.0%
16 Warranty Recovery	100.0%	0.0%	0.0%	0.0%	0.0%
17 Build America Bond Subsidies	0.0%	0.0%	0.0%	0.0%	0.0%
18 Product Sales and Development	51.1%	27.1%	0.1%	2.0%	19.7%
19 Pass Sales	53.9%	-1.2%	110.9%	-0.8%	-62.8%
20 Property Management	21.3%	1.6%	7.8%	6.9%	62.3%
21 Vanpool/Rideshare	42.5%	27.8%	1.2%	2.2%	26.3%
22 Salt Lake City Agreement	100.0%	0.0%	0.0%	0.0%	0.0%
23 Planning					
24 Capital Development Agreements	100.0%	0.0%	0.0%	0.0%	0.0%
25 Other	-3.8%	0.0%	-0.1%	0.0%	-3.3%
26 Total	75.9%	34.0%	-0.2%	0.2%	2.1%

¹ Federal preventive maintenance funds and federal RideShare funds

SUMMARY OF APPROVED DISBURSEMENTS OVER \$200,000
FROM Sept 1, 2025 THROUGH Sept 30, 2025
(UNAUDITED)

EXHIBIT 1-10

<u>Contract # and Description</u>	<u>Contract Date</u>	<u>Vendor</u>	<u>Check #</u>	<u>Date</u>	<u>Check Total</u>
00233803 MANAGEMENT SERVICES CONSULTANT	4/14/2023	AECOM Technical Services, Inc.	905428	9/3/2025	(241,742.67)
00203378 TPSS UPGRADE/REHAB	4/23/2025	C3M Power Systems LLC	905516	9/10/2025	(362,405.56)
00243891 TPSS UPGRADE/REHAB	4/9/2025	Calvin L Wadsworth Constr. Com	905430	9/3/2025	(459,043.08)
R2024-10-03 Pension Contribution	4/18/2025	Cambridge Associates, LLC.	392934	9/5/2025	(1,287,262.46)
R2024-10-03 Pension Contribution	4/18/2025	Cambridge Associates, LLC.	393242	9/19/2025	(1,351,724.63)
20039143 SGR Network Equipment	6/16/2024	CVE Technologies Group, Inc.	905585	9/17/2025	(233,775.74)
20039490 OGX Property	9/18/2025	FIRST AMERICAN TITLE INSURANCE	905687	9/24/2025	(593,022.00)
00017341 Bus Purchase	8/15/2024	GILLIG CORPORATION	905684	9/24/2025	(765,581.00)
00017341 Bus Purchase	8/15/2024	GILLIG CORPORATION	905684	9/24/2025	(765,581.00)
02403849 S-Line PDB Phase 1	10/28/2024	Kiewit Infrastructure West Co.	905584	9/17/2025	(218,538.73)
00017550 RADIO COMM. SYSTEM	5/22/2025	MOTOROLA SOLUTIONS, INC.	905429	9/3/2025	(233,302.30)
02003243 PARA SERVICE NORTH	4/30/2025	MV PUBLIC TRANSPORTATION	905514	9/10/2025	(289,838.02)
00243813 TRAX Platform in South Jordan	4/30/2025	PAULSEN CONSTRUCTION, INC.	905432	9/3/2025	(303,891.00)
00243813 TRAX Platform in South Jordan	4/30/2025	PAULSEN CONSTRUCTION, INC.	905432	9/3/2025	(632,177.00)
00213530 Insurance	4/17/2025	PEHP (Use for Admin)	905444	9/3/2025	(289,470.40)
R2024-10-03 UTILITIES	4/2/2025	ROCKY MOUNTAIN POWER	393174	9/17/2025	(532,722.52)
01137019 Transit Systems On-Call Contract	3/4/2021	ROCKY MOUNTAIN SYSTEMS SERVICE	905519	9/10/2025	(210,163.00)
02203566 MKV20-System	6/3/2020	SCHIEDT & BACHMANN USA, INC.	905511	9/10/2025	(249,496.80)
02003236 LIGHT RAIL VEHICLE REPAIRS	4/9/2025	Siemens Mobility Inc	905518	9/10/2025	(221,999.10)
02003236 LIGHT RAIL VEHICLE REPAIRS	4/9/2025	Siemens Mobility Inc	905518	9/10/2025	(665,997.30)
00233786 ON-CALL MAINTENANCE	4/16/2025	Stacy and Witbeck, Inc.	905587	9/17/2025	(269,143.25)
00233786 ON-CALL MAINTENANCE	4/16/2025	Stacy and Witbeck, Inc.	905587	9/17/2025	(837,385.50)
00233786 ON-CALL MAINTENANCE	4/16/2025	Stacy and Witbeck, Inc.	905587	9/17/2025	(482,258.36)
00233786 ON-CALL MAINTENANCE	4/16/2025	Stacy and Witbeck, Inc.	905587	9/17/2025	(312,407.70)
00233786 ON-CALL MAINTENANCE	4/16/2025	Stacy and Witbeck, Inc.	905587	9/17/2025	(232,675.05)
00233786 ON-CALL MAINTENANCE	4/16/2025	Stacy and Witbeck, Inc.	905587	9/17/2025	(231,400.00)
00233786 ON-CALL MAINTENANCE	4/16/2025	Stacy and Witbeck, Inc.	905587	9/17/2025	(381,854.96)
02303791 Light Rail Vehicle Replacement	10/25/2024	Stadler US, Inc	905588	9/17/2025	(8,394,793.80)
00017442 VEHICLES	10/25/2024	TONY DIVINO TOYOTA	905517	9/10/2025	(251,048.00)
01903143 PARA SERVICE SOUTH	4/23/2025	UNITED WAY COMMUNITY SERV	905427	9/3/2025	(207,202.51)
01903143 PARA SERVICE SOUTH	4/23/2025	UNITED WAY COMMUNITY SERV	905512	9/10/2025	(204,589.63)
R2025-01-02 INCOME TAX	4/18/2025	UTAH ST TAX (WITHHOLDING ONLY)	392962	9/5/2025	(337,956.86)
R2025-01-02 INCOME TAX	4/18/2025	UTAH ST TAX (WITHHOLDING ONLY)	393273	9/19/2025	(356,973.93)
02033992 ON DEMAND MOBILITY	4/23/2025	VIA TRANSPORTATION INC	905433	9/3/2025	(579,601.77)
02033992 ON DEMAND MOBILITY	4/23/2025	VIA TRANSPORTATION INC	905433	9/3/2025	(246,376.26)





Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Brian Reeves, Associate Chief Financial Officer

TITLE:

Investment Report - Third Quarter 2025

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

The Board of Trustees Policy No. 2.1, Financial Management, authorizes the Treasurer to manage the investment of all non-retirement Authority funds in compliance with applicable laws and requires the Chief Financial Officer to prepare and present to the Board a summary of investments, investment activity, and investment performance compared to benchmarks as soon as practical after the end of each calendar quarter. The investment report has been prepared in accordance with the Financial Management Policy and is being presented to the Board.

DISCUSSION:

As of September 30, 2025, the benchmark return (greater of the average return of three-month U.S. Treasury bills or the average return of Federal Funds rate) was 4.29% for the quarter. Investment returns for the State of Utah's Public Treasurer's Investment Fund (PTIF) and Zions Corporate Trust was 4.48%, which exceeded the benchmark return. Investment returns for Chandler Asset Management were 3.91% and the overnight account at Zions Bank was 3.70%, these did not exceed the benchmark return.

The blended portfolio return rate for the quarter was 4.22%, which was slightly below the benchmark rate due

to long term investment strategy and the increased interest rate environment for the short end of the yield curve.

Note, all returns are reported on an annualized basis.

All investments are in accordance with the Utah State Money Management Act, Section 51, Chapter 7, Utah Code annotated.

ALTERNATIVES:

Utah Transit Authority could increase investments in the Chandler Investment Portfolio and extend the overall duration to potentially seek higher returns. However, that strategy would forego the current advantages of the shorter duration and higher return portfolios like PTIF. Additionally, it would increase the liquidity risk by extending the portfolio duration, which is contrary to the Corporate Policy No. 3.1.4 Investments.

FISCAL IMPACT:

Investment earnings for UTA in the third quarter of 2025 were \$4,192,804.

ATTACHMENTS:

Investment Report

Utah Transit Authority

Investment Portfolio

September 30, 2025

Investment	CUSIP	Amount Invested	Purchase Date	Maturity	Yield	Quarter Earnings
Public Treasurer's Investment Fund		\$ 186,953,263			4.48%	\$ 1,089,578
Chandler Asset Management		264,704,766			3.91%	\$ 2,329,738
Zions Corporate Trust		183,581,552			4.48%	\$ 560,263
Zions Bank		24,632,975			3.70%	\$ 213,224
Total Investments		\$ 659,872,555			4.22%	\$ 4,192,804

Monthly Rates of Returns

	July	August	September	Average
Public Treasurer's Investment Fund	4.49%	4.47%	4.48%	4.48%
Chandler Asset Management	4.09%	3.84%	3.78%	3.91%
Zions Bank	3.74%	3.73%	3.64%	3.70%
Zions Corporate Trust	4.49%	4.47%	4.48%	4.48%
Fed Funds Rate	4.33%	4.33%	4.22%	4.29%
3 Month T-Bill	4.25%	4.12%	3.92%	4.10%

*Benchmark Return is the highest of either the 3 Month T-Bill rate or the Fed Funds rate.

Securities Purchased Outside of Investment Portfolio

7/1/2025-9/30/2025

Investment	CUSIP	Amount Invested	Purchase Date	Maturity	Yield to Maturity	Annual Earnings
No purchases this quarter						

Securities Sold Outside of Investment Portfolio

7/1/2025-9/30/2025

Investment	CUSIP	Amount Invested	Date Sold	Sale Amount	Interest Earned	Gain
No sales this quarter						
		\$ -				\$ -



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Tracy Young, Grants Director

TITLE:

Discretionary Grants Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

Board Policy 2.2 Contract Authority, Procurement and Grants states that any discretionary grant pursued by the Authority will be consistent with the Authority's mission and strategic priorities. The policy also requires that the Executive Director notify the Board of Trustees if a discretionary grant of \$250,000 or more is being sought. This report on upcoming and in-process discretionary grant applications provides the Board an opportunity to be informed and give input on proposed grant applications.

The discretionary grant update provides information on:

- Grant applications proposed
- Grants not selected for award
- Grant applications submitted waiting selection; and
- Grants that have been selected for award but have not yet been obligated in a grant agreement and not previously presented to the Board.

DISCUSSION:

A grants update will be provided to indicate that 2 grants are yet to be submitted (they have been previously reported to the board) and 4 applications are awaiting selection (3 previously reported 1 new submittal).

ALTERNATIVES:

NA

FISCAL IMPACT:

The Innovative Finance and Asset Concession Grant Program requires no match. The project is included in the current approved capital budget.

ATTACHMENTS:

NA



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
FROM: Jana Ostler, Director of Board Governance
PRESENTER(S): Carlton Christensen, Chair Board of Trustees

TITLE:

R2025-11-01 - Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Board of Trustees and Audit Committee for Calendar Year 2026

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve Resolution R2025-11-01 Giving Notice and Setting Regular Meeting Dates for the Authority's Board of Trustees and Audit Committee for Calendar Year 2026.

BACKGROUND:

The Utah Public Transit District Act (Utah Code § 17B-2a-808.1) defines one of the responsibilities of the Board of Trustees of the Authority is to hold public meetings and receive public comment.

The Utah Open and Public Meetings Act (Utah Code § 52-4-2), provides that any public body which 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.

DISCUSSION:

The proposed 2026 schedule is anticipated to meet the needs of the Board of Trustees and the agency. If additional meetings are deemed necessary, or if cancellations are needed, they will be properly noticed according to the Utah Open and Public Meetings Act.

ATTACHMENTS:

- R2025-11-01 - Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Board of
-

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY GIVING NOTICE AND SETTING REGULAR MEETING DATES FOR
THE AUTHORITY'S BOARD OF TRUSTEES AND AUDIT COMMITTEE FOR
CALENDAR YEAR 2026**

R2025-11-01

November 12, 2025

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and 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-808.1, defines one of the responsibilities of the Board of Trustees ("Board") of the Authority is to hold public meetings and receive public comment; and

WHEREAS, the Utah Open and Public Meetings Act, Utah Code § 52-4-2, provides that any public body which 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 Board of the Authority desires to afford stakeholders and the public greater participation and accessibility to its meetings and fulfil the requirements of the Utah Open and Public Meetings Act, and the Utah Public Transit District Act; and

WHEREAS, it is considered necessary and desirable by the Board of Trustees of the Authority to adopt a resolution giving notice of regular meetings of the Board of Trustees and the Audit Committee of the Authority for calendar year 2026.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the Board of the Authority gives notice of its regular meetings and meetings of the Audit Committee for calendar year 2026 as outlined in "Exhibit A" to this resolution.
2. That the corporate seal be attached hereto.

Approved and adopted this 12th day of November, 2025.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:

0F6F046DE4724A2...
Legal Counsel

Exhibit A

NOTICE OF 2026 ANNUAL MEETING SCHEDULE
BOARD OF TRUSTEES 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 Board of Trustees of the Utah Transit Authority, a large public transit district organized under the laws of the State of Utah, 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:

Regular Board of Trustees Meetings
(All Regular Board Meetings Start at 9:00 a.m. except if otherwise noted)

Wednesday, January 14, 2026	Wednesday, July 8, 2026
Wednesday, January 28, 2026	Wednesday, July 22, 2026
Wednesday, February 11, 2026	Wednesday, August 12, 2026
Wednesday, February 25, 2026	
Wednesday, March 11, 2026	Wednesday, September 9, 2026
Wednesday, March 25, 2026	Wednesday, September 23, 2026
Wednesday, April 8, 2026	Wednesday, October 14, 2026
Wednesday, April 22, 2026	Wednesday, October 28, 2026
Wednesday, May 13, 2026	Wednesday, November 11, 2026
Wednesday, May 27, 2026	
Wednesday, June 10, 2026	Wednesday, December 2, 2026
Wednesday, June 24, 2026	Wednesday, December 16, 2026

Regular Audit Committee Meetings
(All Audit Committee Meetings Start at 3:00 p.m.)

Monday, March 9, 2026	Monday, September 21, 2026
Monday, June 22, 2026	Monday, December 14, 2026

The agenda of each meeting of the Board of Trustees and Audit Committee of the Utah Transit Authority, together with the date, time and place of each meeting shall be posted in compliance with the requirements of the Act.

The Board of Trustees of the Utah Transit Authority invites brief comments from the public during its regularly scheduled Board of Trustee meetings. The Chair of the Board of Trustees shall determine the duration and timing of the public comment period.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Brian Reeves, Associate CFO
Monica Howe, Fares Director

TITLE:

R2025-11-02 - Resolution Approving the Authority's 2026 Eco Pass Contracts Including the Eco Pass Fare Structure

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve R2025-11-02 approving the 2026 Eco Pass Contracts Including the Eco Pass Fare Structure

BACKGROUND:

The Utah Public Transit District Act 17B-2a-808.1(2)(s) and UTA Board Policy 4.1 Fares require that the Board of Trustees review and approve contracts pertaining to reduced fares. In 2023, the UTA Board of Trustees approved Resolution R2023-11-01 adopting the 2024 and 2025 Eco Pass Fare Structure. This resolution expires on December 31, 2025, and a new resolution will be required before staff can renew contracts with partners for 2026.

The UTA Eco Pass Program enables businesses and organizations to purchase discounted transit passes for employees, with options designed to meet the needs of varying organizational sizes.

The Eco Pass Program is designed to encourage transit ridership, reduce traffic congestion, and improve air quality, while also giving employers a cost-effective way to provide transit benefits and utilize pre-tax payroll deductions.

DISCUSSION:

Monica Howe will present the resolution for the Board's approval. No changes will be made to the prior

resolution's rates which are listed in the table below. Passes purchased through the Eco Pass Program are valid on all services except Ski-bus and Paratransit services.

Program	Program Details	Minimum Requirements	Price
Annual Preferred	For employers interested in buying a pass for every employee	100 passes or 100% employee participation; whichever is greater	*\$275
Annual Select	For employers interested in buying a pass for select employees	30 pass purchase minimum	*\$499
Monthly	Flexible pass option with a month-to-month commitment	10 pass purchase minimum per month	*\$59
Daily	Low daily rate, only pay for what you use based on a price per day, per card used	\$500 per month minimum	\$6.40

* Price per person

ALTERNATIVES:

Amend the resolution or not approve the resolution and consider each fare agreement individually.

FISCAL IMPACT:

The agency anticipates a slight increase in revenue as new pass partners are onboarded and pass utilization by current partners increases. Total forecasted Eco pass revenue for 2026 is \$4,042,000, which represents an increase of 0.5% over 2025.

ATTACHMENTS:

R2025-11-02 Approving the Authority's 2026 Eco Pass Contracts Including the Eco Pass Fare Structure

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY APPROVING THE AUTHORITY'S 2026 ECO PASS CONTRACTS
INCLUDING THE ECO PASS FARE STRUCTURE**

R2025-11-02

November 12, 2025

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and 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 ("the Act").

WHEREAS, the Act Empowers the Board of Trustees ("Board") of the Authority to approve contracts pertaining to reduced fares charged to riders of the Authority's transit services; and

WHEREAS, the Board of the Authority previously adopted Board of Trustee Policy 4.1 – Fares ("the Policy"); and

WHEREAS, the Act and Policy also empower the Board of the Authority to approve discounted fares for transit services, including those for the Authority's Eco Pass program; and

WHEREAS, on November 8, 2023, the Board of the Authority approved the contract form and Eco Pass fare structure for the years 2024 and 2025 in Resolution R2023-11-01, and

WHEREAS, the Board of the Authority desires to continue contracting with Eco Pass partners using the current contract form and fare structure for the Eco Pass Program for one additional year through 2026.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the form of the 2026 Eco Pass Contract including the Eco Pass reduced fare structure is hereby approved in substantially the same form as attached as Exhibit A (Eco Pass Standard Agreement).
2. That any Eco Pass Agreement substantially following the form of agreement contained in Exhibit A of the resolution shall be considered to have been approved by the Board.
3. That any Eco Pass agreement that does not substantially follow the form of the agreement and fare structure contained in Exhibit A, or contains terms which differ materially from the form of agreement contained in Exhibit A of the resolution shall be brought to the Board of Trustees for approval, regardless of dollar value.
4. That this Resolution is to remain in effect through December 2026.

R2025-11-02

1

5. That the Board of Trustees formally ratifies actions taken by the Authority, including those taken by the Executive Director, staff, and counsel, that are necessary or appropriate to give effect to this Resolution.
6. That the corporate seal be attached hereto.

Approved and adopted this 12th day of November 2025.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved As To Form:

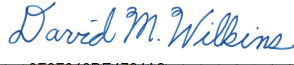
Signed by:

0F6F046DE4724A2...
Legal Counsel

Exhibit A
(2026 Eco Pass Standard Agreement)

ECO PASS AGREEMENT 2026

This Eco Pass Agreement (“Agreement”) is made effective the 1st day of _____, 2026 (the “Effective Date”) by and between, _____, the (“Administrator”) and **UTAH TRANSIT AUTHORITY** (“UTA”), a public transit district, whose address is 669 West 200 South, Salt Lake City, Utah 84101.

RECITALS

WHEREAS, UTA is a public transit district providing public transit services within the State of Utah;

WHEREAS, Administrator is an entity that hires employees who work within geographic area served by UTA;

WHEREAS, both Administrator and UTA recognize the benefits of public transit for individuals, businesses and the community for reducing congestion, improving the quality of air and the environment and limiting the amount of real property set aside or dedicated to motor vehicle uses and parking in urban locations;

WHEREAS, UTA has implemented an “ECO Pass Program” or economical transit pass program whereby employers agree to purchase from UTA transit passes for employees at discounted rates; and

WHEREAS, Administrator desires to participate in UTA’s ECO Pass program pursuant to the terms and conditions set forth in this Agreement.

NOW THEREFORE, Administrator and UTA hereby covenant and agree to be bound by the terms and conditions set forth in this Agreement, including Exhibit “A” – Pass Program Account Setup and Exhibit “B” – Pass Program Guidelines and Rules, attached hereto and made a part hereof by this reference.

DEFINITIONS

- 1.1. The term “**Authorized Services**” means travel on local buses, express buses, TRAX light rail, Streetcar light rail, bus rapid transit, and FrontRunner commuter rail. Authorized Services do not include travel on Ski-bus, or Paratransit services.
- 1.2. The term “**Authorized User**” means Administrator’s employees who have been issued a Pass in compliance with this Agreement.
- 1.3. The term “**Pass**” means a card issued by Administrator to an Authorized User under the terms of this Agreement for use on UTA’s transit system.
- 1.4. The term “**Qualified Employee**” means (a) an employee who is employed on a full-time,

part-time, seasonal, and/or temporary basis; (b) an employee who is not currently participating in a UTA van pool program; (c) an employee who works shifts when UTA is providing transit services.

TERMS AND CONDITIONS

2.1. TERM. This Agreement shall be in effect from Effective Date through December 31, 2026

2.2. FORM OF PASSES. Administrator shall issue electronic fare cards imbedded with microchips that are individually numbered on the outside with a unique internal identification number and signature strip for use as Passes. Cards must either be provided or approved by UTA.

2.3. NON-TRANSFERRABLE. A Pass is not transferable.

2.4. MINIMUM NUMBER OF PASSES.

2.4.1. Annual Preferred Passes. An Administrator that purchases Annual Preferred Passes shall purchase an Annual Preferred Pass for each Qualified Employee. An Administrator must have one-hundred (100) or more Qualified Employees to participate in this program.

2.4.2. Annual Select Passes. An Administrator that purchases Annual Select Passes shall purchase a minimum of thirty (30) Annual Select Passes.

2.4.3. Monthly Passes. An Administrator that purchases Monthly Passes shall purchase a minimum of ten (10) Monthly Passes.

2.4.4. Daily Passes. An Administrator that purchases Daily Passes shall purchase at least \$500 worth of Daily Passes each month.

2.4.5. Paratransit Passes. If Administrator provides subsidized Passes to Authorized Users, Administrator agrees to purchase similarly subsidized paratransit passes for travel to and from the Authorized User's place of employment for any Authorized User who is Paratransit eligible and cannot ride UTA's fixed route services.

2.5. ISSUING PASSES. Administrator is responsible for issuing Passes. Administrator shall not issue a Pass to any person who is not an Authorized User under this Agreement. Prior to issuing a Pass, Administrator shall confirm the recipient qualifies as an Authorized User; print the recipient's name on the Pass in permanent ink, unless the Pass is owned by Administrator with no signature strip; and record the recipient's name and corresponding Pass number.

2.6. ACTIVATING PASSES.

2.6.1. Annual and Daily Passes. Upon execution of this Agreement, UTA will provide Administrator with activated Passes based on the preferred start month identified in Exhibit "A", Section 5. All Passes automatically expire December 31st but may be activated for another year upon completion of a subsequent agreement between the

parties prior to the expiration of the Passes.

2.6.2. Monthly Passes. UTA will provide Administrator with inactive Passes that Administrator shall activate. To activate Passes for use on the 1st day of the month, Administrator shall provide UTA with an electronic file of Pass numbers that conforms to the Bulk Import File Specifications Guide provided by UTA no earlier than the 25th of the month and no later than the second to last business day of the month. Administrator may activate Passes at any time during the month, but UTA will not prorate the monthly charge for late activations.

2.7. PAYMENT FOR PASSES. Administrator shall pay the amount stated on Exhibit “A” for Passes provided by UTA under this Agreement. Administrator is responsible for paying the full amount owed to UTA, regardless of whether Administrator receives payment for Passes from a third party. Administrator shall pay the amount invoiced by the due dates identified below. UTA shall charge Administrator a one percent (1%) per month late fee on balances due under this Agreement that remain unpaid forty-five (45) days from date of invoice.

2.7.1. Annual Passes. UTA shall issue Administrator an invoice for the annual amount to be paid under this Agreement within fifteen (15) days of the Effective Date. In addition to the penalties set forth in Section 2.7, UTA shall deactivate all active Passes in the event Administrator has a balance due under this Agreement that remains unpaid for forty-five (45) days from the Effective Date.

2.7.2. Monthly Passes. UTA shall issue Administrator an invoice at the end of each month for all Passes activated during the month or a minimum of ten (10) Passes, whichever is greater. Payment is due by the 15th day of the month following the month in which the passes were activated. In addition to the penalties set forth in Section 2.7, UTA shall suspend Administrator’s ability to activate Passes in the event Administrator has a balance due under this Agreement that remains unpaid for forty-five (45) days from the date of the original invoice.

2.7.3. Daily Passes. UTA shall issue Administrator an invoice for actual daily Pass usage each month within five days after the month ends. Administrator shall pay UTA the amount of \$500.00 or the value of the actual daily Pass use, whichever is greater, within thirty (30) days of the date of the invoice. In addition to the penalties set forth in Section 2.7, UTA shall suspend Administrator’s ability to activate Passes and shall deactivate all active Passes in the event Administrator has a balance due under this Agreement that remains unpaid for forty-five (45) days from the date of the original invoice.

2.8. PURCHASE OF ADDITIONAL PASSES. Administrator may purchase additional Passes by making a request through <https://ecopass.rideuta.com>. UTA shall charge Administrator a prorated price for additional annual Passes based on the number of months remaining under this Agreement and will issue an invoice for the purchase of the additional Passes.

2.9. ISSUING REPLACEMENT PASSES. Administrator is responsible for replacing Passes that are lost, stolen, defective, or otherwise require replacement. Administrator must process

all Pass replacements on UTA's partner website www.tap2rideuta.com.

- 2.10. COST OF REPLACEMENT PASSES TO ADMINISTRATOR.** UTA will not charge Administrator for electronic Passes so long as the number of Passes requested does not exceed more than 50% of the number of passes indicated on Exhibit "A." In the event Administrator exceeds the number of passes, Administrator agrees to pay \$3.00 for each additional Pass provided by UTA.
- 2.11. COST OF REPLACEMENT PASSES TO AUTHORIZED USERS.** Administrator may charge an Authorized User for a replacement Pass in an amount less than or equal to the amount paid by Administrator to UTA for the replacement Pass. However, at its discretion, Administrator may charge an Authorized User a fee for the administrative costs associated with reissuing a Pass.
- 2.12. RESTRICTIONS ON CHARGES TO AUTHORIZED USERS.** Administrator may collect all, or part of, its' cost for each Pass from the Authorized User as long as the amount collected does not exceed the cost per Pass charged to Administrator under this Agreement. Upon the request of UTA, Administrator shall submit an accounting detailing the number of Passes sold, and the amounts paid by Authorized Users for Passes.
- 2.13. SECURITY TERMS.** Administrator agrees to be responsible for all Passes delivered to Administrator by UTA and to treat unissued Passes with the same care and safeguards as it treats cash. Administrator shall notify UTA of any theft of unissued Passes within three (3) business days of the theft. Administrator agrees to pay any fares associated with the use of the unissued, stolen Passes if it fails to notify UTA within three (3) business days of the theft.
- 2.14. DEACTIVATING PASSES.** Administrator shall deactivate a Pass within three business days if a person issued a Pass is no longer an Authorized User or if a Pass is lost or stolen.
- 2.15. CONFISCATION OF PASSES.** UTA shall have the right to confiscate a Pass at any time (without notice to the Administrator) from any person who UTA reasonably believes is not an Authorized User or if UTA reasonably believes the Pass has been duplicated, altered, or used in an unauthorized way. UTA will immediately deactivate confiscated Passes and notify Administrator. If the Pass is an Administrator-provided card, UTA will return it to Administrator.
- 2.16. GUARANTEED RIDE HOME.** To accommodate a Bona Fide Emergency affecting one of Administrator's Authorized Users, UTA agrees that during the Term of this Agreement it will provide a guaranteed ride home for Administrator's Authorized Users who cannot take their customary scheduled transit trip or another reasonably scheduled transit trip from work to home because of an Emergency. UTA agrees that, in the event of Emergency, UTA, at its expense, will provide alternative transportation to Administrator's Authorized Users from Administrator's business locations to the Authorized User's home or other location within the boundaries of the public transit district where the Immediate Family Member requiring the Emergency help is located. UTA agrees that the guaranteed ride home will be undertaken, at UTA's option, in one of the following two alternative ways: (1) a ride in a UTA vehicle driven by a UTA employee; or (2) a ride in a taxicab. An Administrator's Authorized User

shall be entitled up to six (6) guaranteed rides home in any calendar year.

2.16.1 For purposes of this Agreement, the term “Bona Fide Emergency” means: (a) an unavoidable and unplanned change in the Authorized User’s work schedule which causes the Authorized User to miss the Authorized User’s usual or customary scheduled transit trip from work to home and another transit trip is not scheduled within a thirty minute time period; or (b) the illness or injury of the Authorized User or the Authorized User’s Immediate Family Member which requires the Authorized User to immediately leave work to attend to the needs of the Authorized User or an Immediate Family Member and where another regularly scheduled transit trips will not permit the Authorized User to reasonably meet such needs. Administrator shall provide a statement signed Administrators pass Program Manager attesting to the bona fide nature of the emergency based on the criteria described above within 5 business days after the ride is provided. If such a signed statement is not received within the required period, UTA shall bill Administrator for the cost of the additional transportation provided and Administrator shall reimburse UTA for such service.

2.16.2 For purposes of this Agreement, the term “Immediate Family Member” means a spouse, child, stepchild of the Authorized User, or other person who resides in the same residence as the Authorized User and is the dependent of the Authorized User

2.17 TERMINATION. This Agreement shall continue in full force and effect during the term of this Agreement unless it is terminated earlier by either party. Each party may terminate this Agreement in its sole discretion by giving the other party written notice of termination at least thirty (30) days prior to the termination date. No refunds will be issued for Daily, Monthly, or Annual Passes.

2.18 RETURN OF UNUSED PASSES. In the event this Agreement is terminated, and Administrator does not enter into a subsequent agreement with UTA in which it continues to be responsible for issuing Passes, Administrator shall return all unused Passes to UTA within fifteen (15) days of the termination of this Agreement.

2.19 RECORD KEEPING. Administrator is required to maintain the following records for its employees: the Pass number of each issued Pass, including replacement Passes; the name of the person issued each Pass; and the Pass number of each unissued Pass. UTA maintains the right, upon reasonable notice, to always inspect Pass issuance records during regular business hours during the term of this Agreement and for a period of one year after the expiration or termination of this Agreement.

MISCELLANEOUS

3.1 THIRD PARTY INTERESTS. Except as for the rights provided to Authorized Users, no person not a party to this Agreement shall have any rights or entitlements of any nature under it.

3.2 ENTIRE AGREEMENT. This Agreement and the Exhibits attached hereto contain the entire agreement between the parties hereto for the term stated and cannot be modified

except by written agreement signed by both parties. Neither party shall be bound by any oral agreement or special arrangements contrary to or in addition to the terms and condition as stated herein.

- 3.3 COSTS AND ATTORNEY’S FEES.** If any party to this Agreement brings an action to enforce or defend its rights or obligations hereunder, the prevailing party shall be entitled to recover its costs and expenses, including mediation, arbitration, litigation, court costs and attorneys’ fees, if any, incurred in connection with such suit, including on appeal.
- 3.4 NOTICES.** All legal notices to be given hereunder shall be sufficient if given in writing in person or by electronic mail. All notices shall be addressed to the respective party at its address shown below or at such other address or addresses as each may hereafter designate in writing. Notices shall be deemed effective and complete at the time of receipt, provided that the refusal to accept delivery shall be construed as receipt for purposes of this Agreement. Either party may change the address at which such party desires to receive written notice by giving written notice of such change to the other party. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed, provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice.

	If to Administrator:	If to UTA:
Sponsor:		
ATTN:		Jordan Eves
Address:		669 West 200 South
Address 2:		
City, State, Zip:		Salt Lake City, UT 84101
Email:		jeves@rideuta.com

- 3.5 INTENT TO BE LEGALLY BOUND.** The undersigned parties have duly caused this Agreement to be executed and any individual signatories executing on behalf of the parties are duly authorized by his or her respective party to execute this Agreement.
- 3.6 NON-DISCRIMINATION.** Administrator agrees that it shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, on the basis of race, color, national origin, disability, sex, or age in accordance with the requirements of 49 U.S.C. 5332 and the Utah Antidiscrimination Act (UCA 34A-5-101).
- 3.7 DEFAULT.** In the event that either party fails to perform any of the terms and conditions required to be performed pursuant to this Agreement, and upon fifteen (15) days' notice of such failure to perform, the non- defaulting party under this Agreement may terminate this Agreement. If Administrator fails to pay UTA, nothing herein shall prevent UTA from recovering the amount of the Purchase Price, including court costs and reasonable attorney's

fees after the Agreement has been terminated.

- 3.8 SUCCESSORS AND ASSIGNS.** This Agreement shall not be assigned without the written consent of the other party. This Agreement with all of its terms and provisions shall be binding upon and inure to the benefit of any permitted successors and assigns of the Parties hereto.
- 3.9 AMENDMENTS.** This Agreement may not be modified or terminated orally, and no claimed modification, rescission or waiver shall be binding upon either party unless in writing signed by a duly authorized representative of each party.
- 3.10 INDEMINIFICATION.** Each party hereby agrees to be responsible and assume liability for its own negligent or wrongful acts or omissions or those of its officers, agents or employees to the full extent required by law and agrees to indemnify and hold the other party harmless from any such liability, damage, expense, cause of action, suit, claim, judgment, or other action arising from participation in this Agreement. The Parties recognize and acknowledge that UTA is a public or governmental agency or entity covered under the provisions of the Utah Governmental Immunity Act as set forth in Sections 63-30-1 to 63-30-38, Utah Code Annotated 1953, as amended, and the limits of liability therein described. Neither party waives any legal defenses or benefits available to them under applicable law, and both agree to cooperate in good faith in resolving any disputes that may arise under this Agreement.
- 3.11 GOVERNING LAW.** This Agreement and all transactions contemplated hereunder and/or evidenced hereby shall be governed by and construed under and enforced in accordance with the laws of the State of Utah without giving effect to any choice of law or conflict of law rules or provisions.
- 3.12 WAIVER.** The waiver by either party of any of the covenants as contained in this Agreement shall not be deemed a waiver of such party's rights to enforce the same or any other covenant herein, and the rights and remedies of the parties hereunder shall be in addition to, and not in lieu of, any right or remedy as provided by law.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date of last signature below.

ADMINISTRATOR

UTAH TRANSIT AUTHORITY

By: _____ Date: _____
Name: _____
Title: _____

By: _____ Date: _____
Name: _____
Title: _____

By: _____ Date: _____
Name: _____
Title: _____

Approved as to Form

By: _____ Date: _____
Name: _____
Title: _____

EXHIBIT A
Pass Program Account Setup

Section 1: Partner Information

Administrator: _____

Address: _____

City, State, Zip: _____

Section 2: Contact Information

Contact Name: _____

Title: _____

Phone: _____

Email: _____

Section 3: Designated Transit Coordinator *(For additional Coordinators please submit names and email addresses to efcoperations@rideuta.com)*

Contact Name: _____

Title: _____

Phone: _____

Email: _____

Section 4: Billing Information

Accounts

Payable Contact: _____

Title: _____

Phone: _____

Email: _____

Method (Check One)		Email or Mailing Address
Email ☐	Mail ☐	

Payment Type (Check One)		
ACH ☐	Wire ☐	Check ☐

*ACH/WIRE Instructions are available upon request

Section 5: Programs and Pricing

Fill out the following information and select a pass program

Number of Passes	Preferred Start Month	Total Contract Value

☐ **Annual Preferred (\$275)**

Description: One-time payment from employer to UTA, invoiced upon receipt of signed contract, employer must purchase a minimum of 100 passes or have 100% employee participation; whichever is greater

Monthly Equivalent		Months in Contract		Prorated Amount		Number of Passes		Total Contract Value
\$22.92	X		=		X		=	

☐ **Annual Select (\$499)**

Description: One-time payment from employer to UTA, invoiced upon receipt of signed contract, employer must purchase a minimum of 30 passes

Monthly Equivalent		Months in Contract		Prorated Amount		Number of Passes		Total Contract Value
\$41.58	X		=		X		=	

☐ **Monthly (\$59)**

Description: Monthly payment required from employer to UTA, invoiced at the end of each month, employer must purchase a minimum of 10 passes each month

Monthly Equivalent		Months in Contract		Prorated Amount		Number of Passes		Total Contract Value
\$59	X		=		X		=	

☐ **Daily (\$6.40)**

Description: Monthly payment required from employer to UTA, invoiced at the end of each month and based on actual monthly use, or \$500, whichever is greater.

Monthly Equivalent*		Months in Contract		Prorated Amount		Number of Passes		Total Contract Value
\$128.00	X		=		X		=	

*Based on 20 days of use at \$6.40 each day

Exhibit B

Pass Program Guidelines and Rules

TRANSIT COORDINATOR

Administrator must designate a Transit Coordinator (“TC”) that will oversee the pass program administration. The TC will be trained by UTA staff on how to use the UTA Partner Web Site where card management functions are to be performed. TC’s are responsible for training staff how to issue, activate, deactivate, and replace cards.

PROCUREMENT OF PASSES

To request cards, send an email to passprograms@rideuta.com and indicate the quantity of cards and the date needed by.

Administrator can elect to provide their own cards if the intent is to integrate electronic contactless technology into a picture identification card or building access badge. Administrator should work closely with UTA to ensure that the cards are compliant with the UTA card data format specification. For a copy of the format specification contact your account representative.

ISSUANCE OF PASSES

Administrator is responsible for issuing cards and is responsible to complete the following upon issuance:

- Confirm the recipient qualifies under this agreement
- Print the recipient’s name on the card in permanent ink, unless card is owned by Administrator with no signature strip
- Ensure that recipients understand how to use cards as fare media in accordance with UTA’s rules for electronic fare collection: tap when boarding and exiting a bus; tap when entering and exiting a TRAX platform; tap when entering and exiting a FrontRunner; do not share the card with another rider.
- Record the recipient name and the card number issued to them (see record keeping below)

RECORD KEEPING

Administrator is required to maintain the following card issuance records:

- The card number of each issued card, including replacement cards, and the corresponding person issued such pass
- The card number of each unissued card

REQUESTS FOR ELECTRONIC TAP DATA

According to Utah Code 17B-2a-815(3)(a), UTA can only provide limited tap data to administrators. To access reports currently available go to UTA’s partner website at www.tap2rideuta.com and click on reports. If you need data not provided on the partner website email passprograms@rideuta.com with your request and someone will contact you.

COST OF PASSES

UTA will provide electronic cards to pass program participants at no charge. If Administrator and UTA determine a card cost is necessary, it will not exceed \$3.00 per card which may be passed

onto the cardholder.

RETURN OF UNUSED CARDS

Unused cards should be returned, and UTA may demand the return of, if this agreement is terminated.

CUSTOMER SERVICE

TC's are supported by UTA's Product Development and Sales team and are assigned specific account representatives to assist as needed. TC's are expected to be the primary contact for cardholders. If a cardholder experiences card-related issues and contacts UTA's customer service team, they will be directed back to the TC for assistance. UTA's customer service team can assist and help cardholders with issues such as basic trouble shooting and answering questions about riding UTA service.

CARD REPLACEMENTS

Electronic cards are meant to be retained by the cardholder and reused. Administrator is responsible for replacing cards that are lost, stolen, defective, or otherwise require replacement. All card replacements must be done using the 'replace card' functionality on UTA's partner website at www.tap2rideuta.com. For more information on how to replace a card refer to the UTA Partner Web Site User Guide provided during training.

TAPPING

Administrator is responsible for ensuring that cardholders are made aware of UTA's requirement to "tap-on" and "tap-off" at designated readers when riding UTA services. Failure to do so may result in a citation or fine to the cardholder pursuant to UTA Ordinances.

CARD CARE

It is important to protect the cards from damage. The card will not work if sensitive wires inside are broken. Do not punch holes, bend, keep in excessive heat or do anything to the card that could damage it. For the card to be read properly on electronic card readers do not have your card against other plastic cards, metal objects or electronic devices. Otherwise, it will interfere with the card signal causing the card not to be read or to be read improperly.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jared Scarbrough, Acting Chief Capital Services Officer
PRESENTER(S): David Osborn, Acting Director of Capital Design & Construction

TITLE:

R2025-11-03 - Resolution Authorizing Execution of an Interlocal Agreement with Box Elder County and Willard City Corporation for the Historic Orchard Pathway Corridor

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve Resolution R2025-11-03 to authorize the Interlocal Agreement with Willard City Cooperation and Box Elder County for the development and operation of a trail on the Historic Orchard Pathway Corridor.

BACKGROUND:

UTA purchased a portion of the abandoned Utah Idaho Central (UIC) Railroad as part of corridor preservation efforts in Box Elder County. This is a 66-foot-wide alignment which extends from 8700 South to approximately 6800 South in Box Elder County. The Regional Transportation Plan identifies the need for a trail within this corridor. The Bear River Association of Governments has applied for and obtained an Active Transportation Project Grant from the Utah Department of Transportation to fund the design and construction of the Trail on the UTA Property and the Willard Property.

DISCUSSION:

This resolution seeks approval of an interlocal agreement between UTA, Willard City, and Box Elder County (UTA contract #25-P00520) which details the roles and responsibilities of each party in the trail project. The ILA anticipates the execution of an agreement to license the eastern sixteen feet (16') of the UTA Property to the City and County for use as a public trail. The value of the license will be treated as an in-kind contribution towards the matching portion of UDOT Active Transportation Project Grant funding, which will be used in the design and construction of the Trail. This maintains a 50-foot corridor for future transit service.

The trail will be a paved, non-motorized corridor located on the UTA Licensed Area and the City property, between 8700 South Box Elder County, north to approximately 6800 South, at which point the Trail will diverge and run along 200 West in Willard City north to 800 North in Willard City. The City and County agree to maintain all trail improvements within each of their respective jurisdictions. The term of the agreement extends 25 years from the date of execution and renews automatically for an additional 25 years. Provisions for UTA to terminate the agreement as needed for other transit use of the property are included in the agreement.

ALTERNATIVES:

If UTA chooses not to enter into this interlocal agreement, the City and County would have to look for an alternative alignment for the Historic Orchard Pathway.

FISCAL IMPACT:

Licensing of the land, which UTA purchased previously, will be provided as an in-kind contribution towards the matching portion of UDOT Active Transportation Project Grant funding. The appraised value of the UTA property license to be contributed is \$381,700. UTA is not providing any additional funding for this project.

ATTACHMENTS:

Resolution R2025-11-03 with Exhibit A Historic Orchard Pathway Interlocal Agreement

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY
AUTHORIZING EXECUTION OF AN INTERLOCAL COOPERATION AGREEMENT
WITH BOX ELDER COUNTY AND WILLARD CITY CORPORATION FOR THE HISTORIC
ORCHARD PATHWAY CORRIDOR**

R2025-11-03

November 12, 2025

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

WHEREAS, the Utah Interlocal Cooperation Agreement Act, UTAH CODE § 11-13-101, *et seq.* enables components of government to execute a Interlocal Cooperation Agreement ("ILA") so both entities may obtain mutual advantage and economies of scale, among other things; and

WHEREAS, the Act empowers the Board of Trustees ("Board") of the Authority with the ability to execute ILAs on behalf of the Authority; and

WHEREAS, Box Elder County, Willard City Corporation and the Authority have reached agreement for the development and operation of trails on the Historic Orchard Pathway Corridor; and

WHEREAS, this agreement allows for the creation of a joint cooperative project to design, finance, construct, install, operate and maintain a public trail on property owned by the Authority; and

WHEREAS, the Board of the Authority recognizes the mutual advantage of this agreement, and desires to, in accordance with the Utah Interlocal Cooperation Agreement Act, approve and authorize the execution of an ILA with Box Elder County and Willard City Corporation for the development and operation of trails on the Historic Orchard Pathway Corridor.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves the Interlocal Cooperation Agreement with Box Elder County and Willard City Corporation in substantially the same form as attached as Exhibit A.
2. That the Executive Director is authorized to execute the Interlocal Cooperation Agreement with Box Elder County and Willard City Corporation in substantially the same form as attached as Exhibit A.
3. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and counsel related to negotiating and

R2025-11-03

1

implementing The Interlocal Cooperation Agreement with Box Elder County and Willard City Corporation.

4. That the corporate seal shall be affixed hereto.

APPROVED AND ADOPTED this 12th day of November 2025.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved as to Form:

Signed by:

0F6F046DE4724A2...
Legal Counsel

EXHIBIT A
(Interlocal Cooperation Agreement
With Box Elder County and Willard City Corporation)

**INTERLOCAL AGREEMENT REGARDING THE DEVELOPMENT AND
OPERATION OF A TRAILS PROJECT ON THE UTA-OWNED
HISTORIC ORCHARD PATHWAY CORRIDOR**

This Interlocal Agreement (the “Agreement”) regarding the development and operation of a Trails Project on the Historic Orchard Pathway Corridor (the “HOP Corridor”) is entered into as of the _____ day of _____, 2025 by and between UTAH TRANSIT AUTHORITY, a large public transit district organized under the laws of the State of Utah (“UTA”), WILLARD CITY CORPORATION, a municipal corporation organized under the laws of the State of Utah (the “City”), and BOX ELDER COUNTY, a municipal corporation organized under the laws of the State of Utah (the “County”). UTA, City, and County are hereafter sometimes collectively referred to as “parties,” and either may be referred to individually as “party,” all as governed to the context in which such words are used.

RECITALS

WHEREAS, UTA owns a portion of the HOP Corridor (hereinafter referred to as the “UTA Property”) from approximately 8700 South in Box Elder County to approximately 6800 South in Box Elder County, and desires to support the development of the Historic Orchard Pathway trail (“Trail”) to facilitate future transit connectivity; and

WHEREAS, City owns property along 200 West in Willard City (hereinafter referred to as “Willard Property”); and

WHEREAS, City and County desire to develop the public Trail within each of their jurisdictions, which will be utilized by and benefit the residents of each of their respective jurisdictions; and

WHEREAS, UTA, City, and County have agreed to cooperate in the finance, design, construction, and delivery of the Trail on the UTA Property and the Willard Property, which will be installed, operated and maintained by City and County pursuant to the terms and conditions set forth in this Interlocal Agreement; and

WHEREAS, the Bear River Association of Governments (“BRAG”) has applied for and obtained an Active Transportation Project Grant from the Utah Department of Transportation (“UDOT”) to fund the design and construction of the Trail on the UTA Property and the Willard Property, and this grant requires matching funds to be contributed towards the development of the Trail; and

WHEREAS, UTA is willing to license the eastern sixteen feet (16’) of the UTA Property (hereinafter referred to as the “UTA Licensed Area”) to the City and County for use as a public trail, and that the value of said license be treated as an in-kind contribution towards the

matching portion of UDOT Active Transportation Project Grant funding, which will be used in the design and construction of the Trail; and

WHEREAS, City is willing to contribute property along 200 West towards the matching portion of UDOT Active Transportation Project Grant funding which will be used in the design and construction of the Trail; and

WHEREAS, the parties desire to set forth their respective duties and responsibilities pursuant to this Interlocal Agreement.

NOW, THEREFORE, based upon the above Recitals and the consideration set forth herein, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. Purpose of Agreement. The parties are cooperating in a joint project to finance, design, construct, install, operate and maintain a public trail (the "Trail") on a portion of the HOP Corridor consisting of real property licensed by UTA, which is more specifically described in Exhibit "A" attached hereto (hereinafter referred to as the "UTA Licensed Area") and real property owned by City, which is more specifically described in Exhibit "B" attached hereto (hereinafter referred to as the "City Property").

a. The Trail will be a paved, non-motorized corridor located on the UTA Licensed Area and the City Property, between 8700 South Box Elder County, north to approximately 6800 South, at which point the Trail will diverge and run along 200 West in Willard City north to 800 North in Willard City, as more particularly described in Exhibit "C" attached hereto (hereinafter referred to as the "Trail Alignment").

b. An Active Transportation Project Grant through UDOT has been secured by the Bear River Association of Governments ("BRAG") to design and construct the Trail. UDOT, City, and County will separately enter into a State Aid Agreement specifying the respective roles in administering the grant and other monies, and designing and constructing the Trail, which will be coordinated with UTA.

2. Portions of Trail within City. That portion of the Trail to be constructed within the jurisdictional limits of City on the City Property is approximately 2.5 miles long and extends from 800 North along 200 West, Willard, south to approximately 1100 South, Willard. This is a part of a larger project intended to extend the Trail the full length of the HOP Corridor. Upon completion of construction, City will assume sole responsibility to operate and maintain those portions of the Trail located within its jurisdictional limits. City will not have responsibility with respect to any portions of the Trail that are not constructed within the jurisdictional limits of City.

3. Portions of Trail within County. That portion of the Trail to be constructed within

the jurisdictional limits of County on the UTA Licensed Area is approximately 2.5 miles long and extends from approximately 6800 South to 8700 South along the Union Pacific railroad within the eastern sixteen feet (16') of the UTA right-of-way. This is a part of a larger project intended to extend the Trail the full length of the HOP Corridor. Upon completion of construction, County will assume sole responsibility to operate and maintain those portions of the Trail located within its jurisdictional limits of the County. The County will not have responsibility with respect to any portions of the Trail that are not constructed within the jurisdictional limits of the County.

4. Scope of use for Trail. The Trail will be open to the public for pedestrians, bicyclists, and similar non-motorized uses, including an equestrian component. All parties shall have the right to review and retain the right to terminate the scope of use(s) on those portions owned by the respective parties by delivering a 60-day written notice to the other parties.

5. Grant for Trail Design and Construction. In order to design, construct and install the Trail, an Active Transportation Project Grant has been secured by BRAG in the amount of \$6,000,000 through the Utah Department of Transportation ("UDOT"). UTA will license, by separate license agreement, the eastern sixteen feet (16') of UTA Property for the in-kind matching portion of this grant and the City will contribute an easement upon City Property for the in-kind matching portion of this grant. UTA and City will be responsible for complying with any federal, state or local grant requirements. The disbursement of the funds from the Active Transportation Project Grant will be by UDOT. In the event the Active Transportation Project Grant is insufficient for the design, construction, and installation of the Trail, the City shall not be required to provide any further in-kind, cash, or other contributions for the completion of the Trail without the City's expressed written consent.

6. Design Review. City and County are the principal contracting entities with respect to the design consultant retained to perform design and engineering work for the Trail. Accordingly, City and County shall retain the design consultant and coordinate the design and approval of the final design of the Trail by the design consultant. UTA shall be consulted on Trail designs relating to that portion to be built upon the UTA Licensed Area, which designs shall be subject to UTA review and approval. City and County shall obtain reimbursement for the design consultant's fees from the Active Transportation Project Grant through UDOT.

7. Construction: Coordination with Contractor. City and County are the principal contracting entities with respect to the contractor who will construct and install the Trail on the UTA Property and the City Property. Accordingly, City and County shall retain the contractor and coordinate the construction and installation of the Trail by the contractor. City and County shall obtain reimbursement for the contractor's fees from the Active Transportation Project Grant through UDOT. UTA and City, being the owners of the properties upon which the Trail will be constructed, will coordinate the contractor's access to the properties. UTA, City and the County shall have no responsibility or liability to third parties for the acts of omissions of the contractor.

8. Inspection of Contractor's Work. When the contractor indicates that Trail construction is substantially complete under the terms of the construction contract, UTA, City, and County will conduct a joint inspection and walk-through of the Trail. As the parties who have contracted with the contractor, and who will ultimately be responsible for operating and maintaining the Trail, City and County shall have the right to object to any portions of the contractor's work which City or County deems defective or non-compliant with the construction contract. At the completion of the inspection, UTA, City and County will develop a mutually agreeable punch list of open items which the contractor must satisfactorily complete prior to final acceptance of the Trail work. City and County shall cause the contractor to complete the open items in accordance with the approved punch list.

9. City and County to Operate Trail. Beginning upon substantial completion of the Trail and continuing thereafter until the expiration or termination of this Agreement, City and County agree to maintain those portions of the Trail within each of their respective jurisdictions. This shall include responsibility for posting and enforcing rules and ordinances related to use of the Trail. This shall include maintaining, repairing, replacing, and reconstructing all pavements, fencing, signage, landscaping or other improvements installed as part of the Trail, with such responsibility to continue throughout the term of this Agreement. This shall also include performing any law enforcement, abatement, or other actions necessary to enforce against encroachment and unlawful conduct, including security monitoring or other activities necessary to protect persons and property on the Trail. UTA will not be responsible for performing enforcement or policing duties.

10. License to Operate Trail. UTA will grant the City and County a license allowing the City and County to operate and maintain the Trail upon the UTA Property. The license shall be subject to the terms and conditions of this Agreement and indemnify UTA against damages arising out of the design, construction, maintenance, and use of Trail. The scope of the license shall not include any improvements that are not specifically necessary for the Trail including, without limitation, the installation of public utility crossings or drainage facilities upon, under, along or within the UTA Property. Any out-of-scope uses requested by City or County shall be considered pursuant to a separate licensing process. The market value of the UTA Trail License was appraised by Kendall S. Mitchell, MAI at \$381,700 as of January 23, 2024.

11. Maintenance Standard. City and County agree to maintain all Trail improvements within each of their respective jurisdictions in a good and workmanlike manner to include but not limited to the following: (1) Trees, shrubs, bushes should be kept clear of the sides of the Trail by two feet and eight feet in height. (2) The Trail surface should be kept free of weeds, especially puncturevine. (3) The Trail surface should be repaired as needed in order to remain functional and safe. (4) Directional and informational signage should be kept in a clearly legible state and in a manner consistent with City's public parks and County's public facilities. (5) All maintenance shall be performed consistent with the laws, rules, regulations, ordinances or other requirements of any governmental authority having jurisdiction with respect to the property upon which the Trail is constructed and installed. City and County will not be required

to perform any snow removal on the Trail. City and County will maintain the full width of the UTA Licensed Area.

12. Work to be Performed by City and County after Initial Installation. Upon completion of the Trail, City and County will be responsible for all subsequent work required to maintain the Trail to the standards contemplated in this Agreement. The parties acknowledge that the historic use of the HOP Corridor as a railroad right-of-way requires the implementation of certain requirements, standards and restrictions related to work to be performed by City and County. City and County agree to cause the preparation of detailed plans and specifications with respect to any non-routine work to be performed by City or County including, without limitation, any work involving the proposed excavation or penetration of surface soils. UTA shall have the right to review and approve such plans and specifications.

13. Environmental Covenant. Unless specifically approved in writing by UTA, City and County hereby covenant not to cause or permit the introduction, usage, storage or release of any hazardous materials on or adjacent to the UTA Property. As used in this Agreement, the term "hazardous materials" means any pollutants, toxic substances, hazardous wastes, hazardous substances, oils of any kind or in any form (including petroleum, fuel oil, diesel oils, crude oil or any fraction thereof), and any other substances defined in or pursuant to the Resource Conservation and Recovery Act, the Comprehensive Response, Compensation and Liability Act, the Federal Clean Water Act, the Federal Clean Air Act, the Toxic Substance Control Act, or any other federal, state or local environmental laws, regulation, ordinance, rule or bylaw, as such are amended from time to time, whether existing as of the date hereon, previously enforced or subsequently enacted.

14. Allocation of Liability. Each party shall perform the obligations it has assumed under this Agreement in a reasonable manner and in compliance with all applicable laws. Liability for any costs, liabilities, damages, suits, judgments, fines, fees (including attorneys' fees) or other losses (hereafter collectively "Losses") arising from the Trail shall be allocated as follows:

14.1. Each party shall be liable and responsible for any Losses arising from or in connection with its respective breach of the obligations assumed under this Agreement.

14.2 City and County agree to indemnify, defend, and hold UTA harmless from and against any and all Losses relating to (1) use of the Trail, whether legal or illegal, or (2) construction or maintenance activities conducted by City or County or its agents on the Trail, or (3) the design of the Trail, unless such Losses are caused by the gross negligence or misconduct of UTA.

14.3. UTA shall remain liable and responsible for any Losses connected to the existing environmental condition of the UTA Property. City and County shall be liable and responsible for any Losses related to any exacerbation of existing environmental conditions affected by City's or County's breach of its obligations under this Agreement

including, without limitation, City's or County's violation of the covenant contained in this Agreement.

14.4. All other Losses shall be allocated as otherwise provided by applicable law.

14.5. In cases where a lawsuit, enforcement proceeding, administrative hearing or other adjudicative proceeding is commenced against any party for or on account of Losses for which the other party may be solely or jointly liable under this Agreement, the party thus served shall give other parties timely written notice of the pendency of such proceeding, and thereupon the parties so notified shall assume or join in the defense thereof. No party shall be bound by any judgment against the other parties unless it shall have been so notified and shall have reasonable opportunity to assume or join in the defense of the action.

14.6. Nothing provided in this Agreement is intended to waive, modify, limit or otherwise affect any defense or provisions that the parties may assert with respect to any third party. The Parties recognize and acknowledge that they are public or governmental entities covered under the provisions of the Utah Governmental Immunity Act as set forth in Sections 63G-7-101 et. seq. of the Utah Code, as amended, and the limits of liability therein described. Nothing herein shall constitute a waiver of any legal defenses or benefits available under applicable law, and both agree to cooperate in good faith in resolving any disputes that may arise under this Agreement.

15. Default. A party shall be deemed in default of this Agreement upon the failure of such party to observe or perform a covenant, condition or agreement on its part to be observed or performed, and the continuation of such failure for a period of 30 days after the giving of written notice by the non-defaulting party(ies), which notice shall specify such failure and request that it be remedied; provided, however, that if the failure stated in such notice cannot be corrected within the applicable period, it shall not give rise to a default hereunder if corrective action is instituted within the 30-day period and thereafter diligently pursued until such failure is corrected. In the event of a default hereunder, the non-defaulting party(ies) shall have a breach of contract claim remedy against the defaulting party in addition to all the other remedies provided or permitted by law, provided that no remedy which would have the effect of amending or termination any provisions of this Agreement shall become effective without formal amendment of this agreement.

16. Term. This Agreement shall be effective when fully executed by all parties. Subject to the provisions for termination as provided in Section 17 below, this Agreement shall continue in full force and effect for an initial term of 25 years. Provided that no party is in default with respect to this Agreement, this Agreement shall automatically renew for an additional term of 25 years, provided that no party has delivered (within the 180 days immediately preceding expiration of the initial term) written notice of its intent to terminate the Agreement upon expiration of the initial term.

17. Termination. This Agreement and the Trail contemplated hereunder are both subject to recommencement of rail or commencement of other UTA transit operations within the HOP Corridor.. Notwithstanding the Term of this Agreement or any other provision of this Agreement, UTA shall have the right to terminate this Agreement, at its sole option, and without recourse on the part of City or County, in the event that freight or public transit operation are commenced (or construction with respect to freight or public transit improvements commences) in the HOP Corridor, by providing 180 days' notice to the other parties.

18. Effect of Termination. In the event that this Agreement expires or is terminated prior to expiration, City and County shall peacefully surrender their use of the UTA Property and the UTA Property shall cease to be used as a City and County Trail. UTA, at its expense, may thereafter remove all property constructed upon the UTA Property as part of the Trail.

19. Notices. Any notice, demand, request, consent, submission, approval, designation or other communication which any party is required or desires to give under this Agreement shall be made in writing and delivered to the other party(ies) at the addresses set forth below or at such other addresses as such party may provide in writing from time to time. All notices shall be hand delivered, mailed (by first-class mail, postage prepaid) or delivered by courier service as follows:

If to UTA
Utah Transit Authority
Attn: Property Management Department
669 West 200 South
Salt Lake City, Utah 84101

With a Copy to
Utah Transit Authority
Attn: Attorney General's Office
669 West 200 South
Salt Lake City, Utah 84101

If to City
Willard City
Attn: City Recorder
80 West 50 South (PO Box 593)
Willard, Utah 84340

With a Copy to
Willard City
Attn: City Attorney
80 West 50 South (PO Box 593)
Willard, Utah 84340

If to County
Box Elder County
Attn: County Clerk
1 South Main Street
Brigham City, Utah 84302

With a Copy to
Box Elder County
Attn: County Attorney's Office
81 North Main St, Suite 102
Brigham City, Utah 84302

20. Non-Waiver. No covenant or condition of this Agreement may be waived by any party unless done so in writing by such party. Forbearance or indulgence by any party in any regard

whatsoever shall not constitute a waiver of the covenants or conditions to be performed by the other party(ies).

21. Severability. In the event any one or more of the provisions contained in this Agreement are for any reason held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability will not affect any other provisions of the Agreement. This Agreement will be construed as if such invalid, illegal or unenforceable provision had never been contained herein.

22. Governing Law. The validity, interpretation and performance of this Agreement and all provisions hereof shall be interpreted in accordance with the laws of the State of Utah, without regard to its law on the conflict of laws. Any dispute arising out of this Agreement that cannot be resolved to the satisfaction of the parties shall only be brought in the District Court of Box Elder County, Utah, which shall have exclusive jurisdiction and venue over any legal action arising under this Agreement.

23. No Third-Party Beneficiaries. There are no intended third-party beneficiaries to this Agreement. It is expressly understood that enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the parties, and nothing contained in this Agreement shall give or allow any claim or right of action by any third persons under this Agreement. It is the express intention of the parties that any third person who receives benefits under this Agreement shall be deemed an incidental beneficiary only.

24. Entire Agreement: Amendment. This Agreement contains the entire agreement between the parties with respect to the subject matter hereof, and no statements, promises or inducements made by any party or agents of any party that are not contained in this Agreement shall be binding or valid. This Agreement may not be amended, enlarged, modified or altered except through a written instrument signed by all parties.

25. Interlocal Act Requirements. In satisfaction of the requirements of the Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Annotated 1953, as amended, and in connection with this Agreement, the parties agree as follows:

25.1. This Agreement shall be authorized by resolution or ordinance of the governing body or each party.

25.2. This Agreement shall be approved as to form and legality by a duly authorized attorney on behalf of each party.

25.3. A duly executed original counterpart of this Agreement shall be filed with the keeper of records of each party.

25.4. Prior to the expiration of the term of this Agreement pursuant to Section 16 of this Agreement, this Agreement may only be terminated by and upon the express written consent of the parties or as otherwise set forth in Section 16.

25.5. Except as otherwise specifically provided in this Agreement or in any of the documents incorporated herein, any real or personal property acquired by any party, or by the parties jointly, pursuant to this Agreement shall be acquired and held, and disposed of by such party upon termination of this Agreement as agreed between the parties or as otherwise required by applicable local, state and federal law.

25.6. This agreement shall be jointly administered by Willard City Manager and the Box Elder County Community Development Director.

IN WITNESS WHEREOF, the parties have each executed this Interlocal Agreement Regarding the Development and Operation of a Trails Project on the Historic Orchard Pathway Corridor as of the date first set forth above.

UTAH TRANSIT AUTHORITY

By: _____
UTA Executive Director

By: _____
Chief Capital Services Development Officer

APPROVED AS TO FORM AND LEGALITY

Signed by:
Tim Merrill
56A03BC7C491482...
Assistant Attorney General

WILLARD CITY CORPORATION

By: _____
Travis Mote, Mayor

ATTEST AND COUNTERSIGN

Susan Obray
Susan Obray, City Recorder

**APPROVED AND REVIEWED AS TO
PROPER FORM AND COMPLIANCE
WITH APPLICABLE LAW**

[Signature]
Willard City Attorney's Office

BOX ELDER COUNTY

By: Boyd m Bil
Boyd Bingham, Chairman, County Commission

ATTEST AND COUNTERSIGN


Marla Young, County Clerk

APPROVED AND REVIEWED AS TO
PROPER FORM AND COMPLIANCE
WITH APPLICABLE LAW


Box Elder County Attorney's Office



Exhibit A – UTA Licensed Area



Exhibit B – City Property

Entry No. 471408 B: 1575 P: 1590
02/06/2024 10:36:46 AM FEE \$0.00 Pages: 6
EASEMENT/RIGHT OF WAY For willard city
Chad Montgomery, Box Elder County Utah Recorder



WHEN RECORDED, MAIL TO:

Willard City
80 West 50 South
Willard, UT 84340

EASEMENT 1 IS IN ROAD R/W - NOT
ABSTRACTED
EASEMENT 2 AFFECTS 02-052-0106

GRANT OF EASEMENT
(Public Trail)

Project: Willard – Historic Orchard Pathway
See Exhibit #1

Willard City, a Municipal Corporation, GRANTOR, are the Owners of the public right-of-way along 200 West Street located in Willard City, Box Elder County, State of Utah, hereinafter "Right-of-Way". Willard City, a Municipal Corporation, GRANTEE, is a Municipal Corporation who administers and governs the development of real property within the boundaries of Willard City.

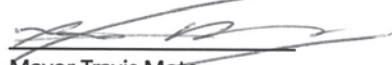
Willard City, a Municipal Corporation, as GRANTOR, do hereby assign, convey, transfer, and deed to Willard City, a Municipal Corporation, GRANTEE, a perpetual easement for the express purpose of installing a public trail on, over, underneath, and above a portion of the "Right-of-Way", described hereinafter.

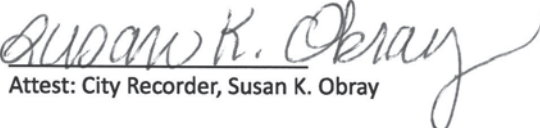
Grantee has the right to install, maintain, repair, replace, or modify the public trail and associated appurtenances within the "Easement Estate."

The "Easement Estate" on, over, above, and beneath a portion of the "Right-of-Way", is more particularly described as:

See Legal Description of the Easement Estate in attached Exhibit #1

Witness the hand of said GRANTORS, this 5th day of February, A.D. 2024.


Mayor Travis Mote


Attest: City Recorder, Susan K. Obray

Page 2

See Exhibit #1

State of Utah)
) ss.

County Box Elder)

On this 5th day of Feb, in the year 2024, personally appeared before me Travis Mote, whose identity is personally known to me (or proven on the basis of name of document signer satisfactory evidence) and who by me duly sworn/affirmed, did say that he is the Mayor of Willard City, a Municipal Corporation, and that said document was signed by him in behalf of said Corporation by Authority of its Bylaws, or (Resolution of its Board of Directors), and said Travis Mote acknowledged to me that said Corporation executed the same.

Susan K. Obray
NOTARY PUBLIC

Commission Expires:



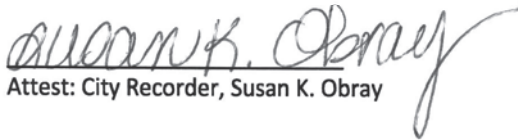
Page 3

See Exhibit #1

As Mayor of Willard City, Box Elder County, State of Utah, I hereby accept the easement granted by Willard City.



Mayor Travis Mote



Attest: City Recorder, Susan K. O'Bray

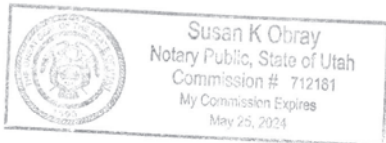
State of Utah)

) ss.

County of Box Elder)

Subscribed and sworn to before me on this 5th day of Feb 4 2023, by Travis Mote.

WITNESS my hand and official seal the day and year in this certificate first above written.



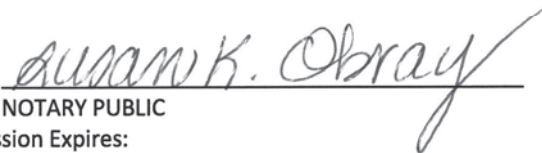

 NOTARY PUBLIC
 Commission Expires:

Exhibit #1
LEGAL DESCRIPTION

A TRAIL EASEMENT WITHIN THE RIGHT-OF-WAY OF 200 WEST STREET SITUATED IN THE SOUTHWEST QUARTER OF SECTION 14, NORTHWEST & SOUTHWEST QUARTERS OF SECTION 23, NORTHWEST & SOUTHWEST QUARTERS OF SECTION 26, AND NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 8 NORTH, RANGE 2 WEST OF THE SALT LAKE BASE AND MERIDIAN. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF 200 WEST STREET LOCATED 2249.34 FEET NORTH 71°34'21" WEST FROM THE NORTH QUARTER CORNER OF SAID SECTION 23 (BASIS OF BEARING IS THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 23 WHICH BEARS SOUTH 89°10'17" EAST);

RUNNING THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES: (1) SOUTH 13°45'49" EAST 1738.73 FEET; AND (2) SOUTHERLY TO THE RIGHT ALONG THE ARC OF A 4957.15 FOOT RADIUS CURVE, A DISTANCE OF 622.81 FEET, CHORD BEARS SOUTH 10°09'52" EAST 622.41 FEET, HAVING A CENTRAL ANGLE OF 07°11'55"; THENCE SOUTH 84°11'06" WEST 51.00 FEET; THENCE SOUTH 06°09'34" EAST 66.51 FEET; THENCE SOUTH 07°25'45" EAST 108.97 FEET; THENCE SOUTH 04°30'01" EAST 66.11 FEET; THENCE SOUTH 02°47'09" EAST 197.16 FEET; THENCE SOUTH 00°40'22" EAST 250.01 FEET; THENCE SOUTH 01°41'50" WEST 198.24 FEET; THENCE SOUTH 01°47'33" WEST 964.32 FEET; THENCE SOUTH 01°33'10" WEST 195.82 FEET; THENCE SOUTH 02°17'35" WEST 40.04 FEET; THENCE SOUTH 01°37'40" WEST 120.24 FEET; THENCE SOUTH 05°05'48" WEST 97.13 FEET; THENCE SOUTH 01°09'09" WEST 400.10 FEET; THENCE SOUTH 01°55'33" WEST 286.81 FEET; THENCE SOUTH 01°06'27" WEST 292.83 FEET; THENCE SOUTH 02°13'21" EAST 72.12 FEET; THENCE SOUTH 01°30'16" WEST 810.99 FEET; THENCE SOUTH 01°30'51" WEST 24.44 FEET; THENCE SOUTH 01°21'25" WEST 352.65 FEET; THENCE SOUTH 07°34'38" WEST 60.01 FEET; THENCE SOUTH 00°36'25" WEST 375.93 FEET; THENCE SOUTHERLY ON A NON-TANGENT CURVE TO THE LEFT ALONG THE ARC OF A 495.50 FOOT RADIUS CURVE, A DISTANCE OF 41.43 FEET, CHORD BEARS SOUTH 02°20'10" EAST 41.41 FEET, HAVING A CENTRAL ANGLE OF 04°47'25"; THENCE SOUTH 11°22'50" EAST 92.70 FEET; THENCE SOUTH 00°42'07" EAST 137.73 FEET; THENCE SOUTH 01°55'13" EAST 902.81 FEET; THENCE NORTH 90°00'00" EAST 5.00 FEET; THENCE SOUTH 01°57'28" EAST 938.86 FEET; THENCE SOUTH 01°41'24" EAST 100.16 FEET; THENCE SOUTH 01°58'36" EAST 565.37 FEET; THENCE SOUTH 01°15'13" EAST 157.30 FEET; THENCE SOUTH 01°39'23" EAST 68.20 FEET; THENCE SOUTH 00°00'05" EAST 116.27 FEET; THENCE SOUTH 26°43'14" WEST 19.30 FEET; THENCE SOUTHERLY ON A NON-TANGENT CURVE TO THE LEFT ALONG THE ARC OF A 82.01 FOOT RADIUS CURVE, A DISTANCE OF 8.80 FEET, CHORD BEARS SOUTH 20°46'52" WEST 8.79 FEET, HAVING A CENTRAL ANGLE OF 06°08'42"; THENCE SOUTH 01°46'54" EAST 54.72 FEET; THENCE SOUTHEASTERLY ON A NON-TANGENT CURVE TO THE LEFT ALONG THE ARC OF A 82.01 FOOT RADIUS CURVE, A DISTANCE OF 9.09 FEET, CHORD BEARS SOUTH 24°26'45" EAST 9.08 FEET, HAVING A CENTRAL ANGLE OF 06°20'53"; THENCE SOUTHERLY ON A REVERSE NON-TANGENT CURVE TO THE RIGHT ALONG THE ARC OF A 65.83 FOOT RADIUS CURVE, A DISTANCE OF 31.85 FEET, CHORD BEARS SOUTH 21°26'21" EAST 31.54 FEET, HAVING A CENTRAL ANGLE OF 27°43'28"; THENCE NORTH 90°00'00" WEST 5.00 FEET; THENCE SOUTH 01°40'47" EAST 156.06 FEET; THENCE SOUTH 01°49'54" EAST 170.88 FEET; THENCE SOUTH 01°49'14" EAST 286.62 FEET; THENCE SOUTH 01°41'52" EAST 45.98 FEET; THENCE SOUTH 01°54'20" EAST 129.37 FEET; THENCE NORTH 86°45'46" EAST 5.00 FEET; THENCE SOUTH 02°50'48" EAST 86.15 FEET; THENCE SOUTH 01°15'50" EAST 105.71 FEET; THENCE SOUTH 01°28'47" EAST 105.79 FEET; THENCE SOUTH 00°32'52" EAST 169.78 FEET; THENCE SOUTH 00°36'15" WEST 89.06 FEET; THENCE SOUTH 02°48'33" WEST 76.79 FEET; THENCE SOUTH 03°05'14" WEST 195.53 FEET; THENCE SOUTH 02°50'20" WEST 294.45 FEET TO A POINT THAT IS LOCATED SOUTH 75°55'30" WEST 4283.20 FEET FROM THE SOUTH EAST CORNER OF SAID SECTION 26; THENCE NORTH 87°08'07" WEST 16.34 FEET TO THE WESTERLY RIGHT-OF-WAY OF SAID 200 WEST STREET; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES: (1) NORTH 02°52'01" EAST 454.59 FEET; AND (2) NORTHERLY TO THE LEFT ALONG THE ARC OF A 5711.65 FOOT RADIUS CURVE, A DISTANCE OF 463.39 FEET, CHORD BEARS NORTH 00°32'34" EAST 463.26 FEET, HAVING A CENTRAL ANGLE OF 04°38'54"; THENCE NORTH 01°17'50" WEST 118.25 FEET; THENCE NORTH 02°51'32" WEST 53.17 FEET TO SAID WESTERLY RIGHT-OF-WAY LINE; THENCE NORTH 01°46'54" WEST 859.22 FEET ALONG SAID WESTERLY RIGHT-OF-WAY LINE; THENCE NORTH 01°46'54" WEST 54.72 FEET; THENCE NORTH 01°46'54" WEST 103.09 FEET; THENCE NORTH 00°00'05" WEST 38.53 FEET; THENCE NORTH 01°46'00" WEST 53.14 FEET; THENCE NORTH 01°12'31" WEST

Page 5

See Exhibit #1

155.59 FEET; THENCE NORTH 01°52'59" WEST 682.08 FEET; THENCE NORTH 01°52'59" WEST 878.87 FEET TO SAID WESTERLY RIGHT-OF-WAY LINE; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING FOUR (4) COURSES: (1) NORTH 02°01'36" WEST 1074.81 FEET; (2) NORTHERLY ON A NON-TANGENT CURVE TO THE LEFT ALONG THE ARC OF A 680.44 FOOT RADIUS CURVE, A DISTANCE OF 13.25 FEET, CHORD BEARS NORTH 10°15'48" WEST [CHORDDIST] FEET, HAVING A CENTRAL ANGLE OF 01°06'57"; (3) THENCE NORTH 10°49'16" WEST 84.23 FEET; AND (4) NORTHERLY TO THE RIGHT ALONG THE ARC OF A 541.35 FOOT RADIUS CURVE, A DISTANCE OF 17.13 FEET, CHORD BEARS NORTH 09°54'52" WEST 17.13 FEET, HAVING A CENTRAL ANGLE OF 01°48'47"; THENCE NORTH 00°36'27" EAST 422.67 FEET; THENCE NORTH 07°34'38" EAST 60.04 FEET; THENCE NORTH 01°21'26" EAST 351.99 FEET; THENCE NORTH 03°10'21" WEST 24.48 FEET; THENCE NORTH 01°30'16" EAST 810.56 FEET; THENCE NORTH 02°13'21" WEST 72.09 FEET; THENCE NORTH 01°06'28" EAST 293.32 FEET; THENCE NORTH 01°55'33" EAST 286.90 FEET; THENCE NORTH 01°09'09" EAST 400.47 FEET; THENCE NORTH 05°05'48" EAST 97.20 FEET; THENCE NORTH 01°37'40" EAST 119.79 FEET; THENCE NORTH 05°09'09" EAST 40.09 FEET; THENCE NORTH 01°33'10" EAST 195.84 FEET; THENCE NORTH 01°47'34" EAST 964.38 FEET; THENCE NORTH 01°41'50" EAST 197.89 FEET; THENCE NORTH 00°40'08" WEST 239.16 FEET; THENCE NORTH 06°49'38" WEST 82.53 FEET TO SAID WESTERLY RIGHT-OF-WAY LINE; THENCE NORTHERLY ON A NON-TANGENT CURVE TO THE LEFT ALONG THE ARC OF A 4891.15 FOOT RADIUS CURVE, A DISTANCE OF 380.24 FEET, CHORD BEARS NORTH 04°31'15" WEST 380.15 FEET, HAVING A CENTRAL ANGLE OF 04°27'15" ALONG SAID WESTERLY RIGHT-OF-WAY LINE; THENCE NORTH 83°50'26" EAST 51.96 FEET; THENCE NORTHERLY ON A NON-TANGENT CURVE TO THE LEFT ALONG THE ARC OF A 5315.14 FOOT RADIUS CURVE, A DISTANCE OF 632.80 FEET, CHORD BEARS NORTH 10°43'53" WEST 632.43 FEET, HAVING A CENTRAL ANGLE OF 06°49'17"; THENCE NORTH 13°35'09" WEST 859.81 FEET; THENCE NORTH 76°25'30" EAST 5.29 FEET; THENCE NORTH 13°46'59" WEST 841.70 FEET; THENCE SOUTH 76°14'11" WEST 33.50 FEET; THENCE NORTH 13°45'49" WEST 10.00 FEET; THENCE NORTH 76°14'11" EAST 43.49 FEET TO THE POINT OF BEGINNING.

CONTAINING: ±3.914 ACRES

AND

A TRAIL EASEMENT SITUATED IN THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 8 NORTH, RANGE 2 WEST OF THE SALT LAKE BASE AND MERIDIAN. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF 200 WEST STREET LOCATED 4149.41 FEET NORTH 89°20'26" WEST FROM THE SOUTHEAST CORNER OF SAID SECTION 26 (BASIS OF BEARING IS THE EAST LINE OF SAID SECTION WHICH BEARS NORTH 00°18'12" EAST);

RUNNING THENCE NORTH 02°51'32" WEST 32.14 FEET; THENCE NORTH 01°54'24" WEST 129.62 FEET; THENCE NORTH 01°41'52" WEST 45.98 FEET; THENCE NORTH 01°49'14" WEST 286.60 FEET; THENCE NORTH 01°49'48" WEST 171.20 FEET; THENCE NORTH 01°52'18" WEST 92.74 FEET; THENCE NORTH 01°24'03" WEST 62.53 FEET; THENCE NORTH 17°12'40" WEST 17.56 FEET; THENCE NORTHERLY ON A NON-TANGENT CURVE TO THE RIGHT ALONG THE ARC OF A 92.01 FOOT RADIUS CURVE, A DISTANCE OF 109.05 FEET, CHORD BEARS NORTH 00°00'23" WEST 102.78 FEET, HAVING A CENTRAL ANGLE OF 67°54'31"; THENCE NORTH 00°00'05" WEST 76.60 FEET TO SAID WESTERLY RIGHT-OF-WAY LINE; THENCE SOUTH 01°46'54" EAST 103.09 FEET ALONG SAID WESTERLY RIGHT-OF-WAY LINE; THENCE SOUTHERLY ON A NON-TANGENT CURVE TO THE LEFT ALONG THE ARC OF A 82.01 FOOT RADIUS CURVE, A DISTANCE OF 55.79 FEET, CHORD BEARS SOUTH 01°46'54" EAST 54.72 FEET, HAVING A CENTRAL ANGLE OF 38°58'49" TO SAID WESTERLY RIGHT-OF-WAY LINE; THENCE SOUTH 01°46'54" EAST 859.22 FEET ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING.

CONTAINING: ±0.052 ACRES

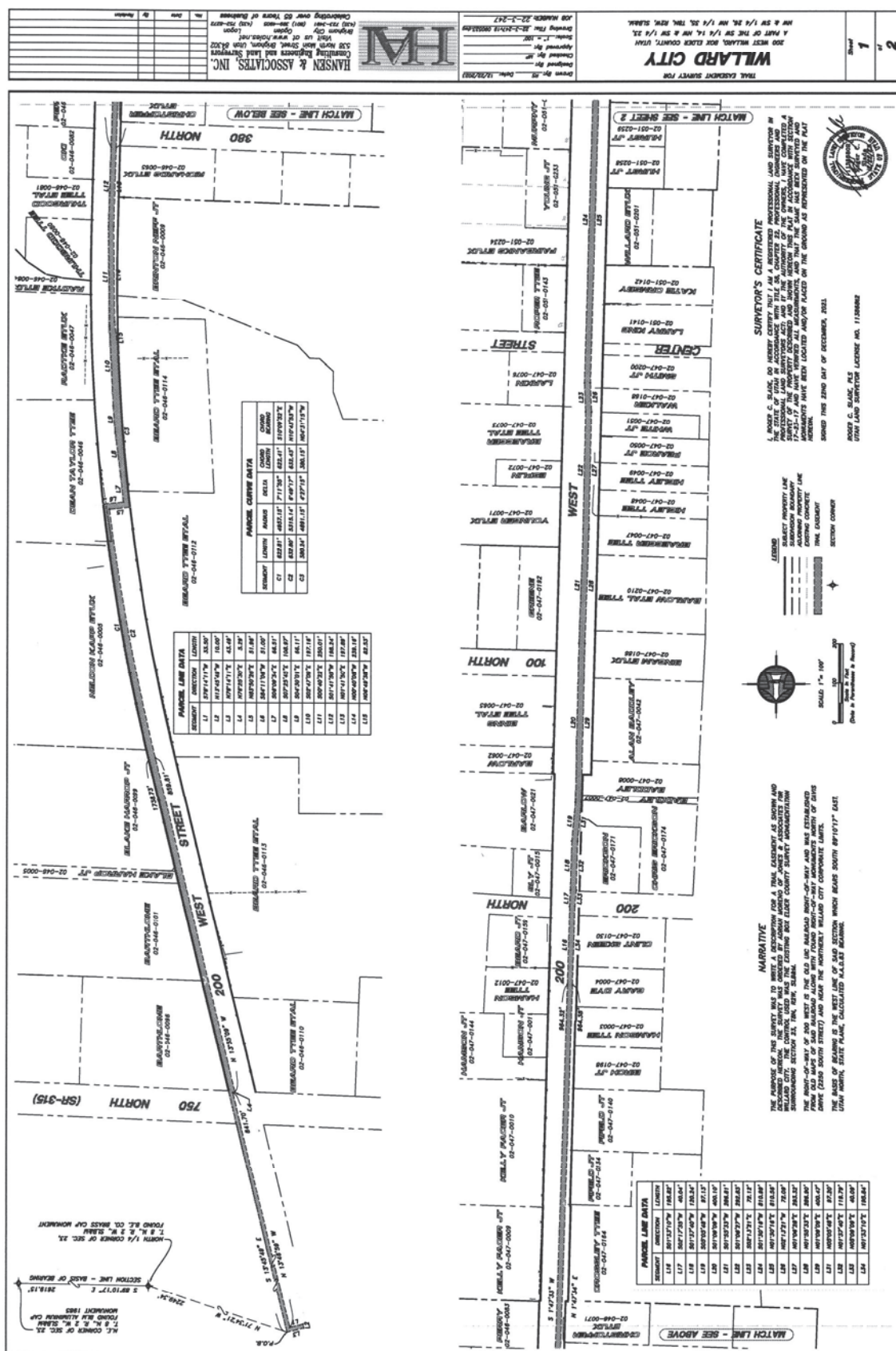
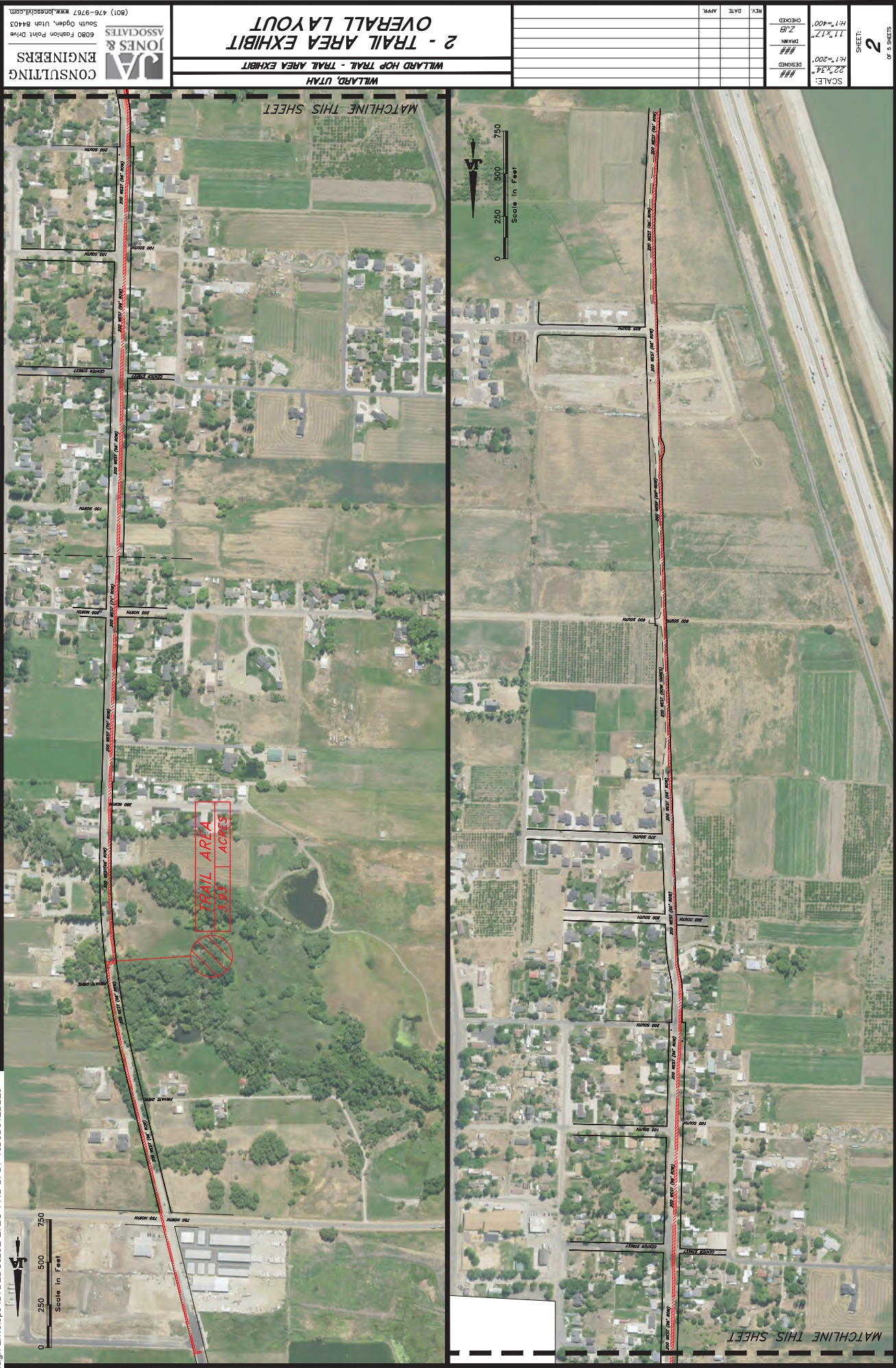


Exhibit C – Trail Alignment



Docusign Envelope ID: BEDC829E-E7EC-441B-BFD7-16D5D84ED2E9



Docusign Envelope ID: BEDC829E-E7EC-441B-BFD7-16D5D84ED2E9



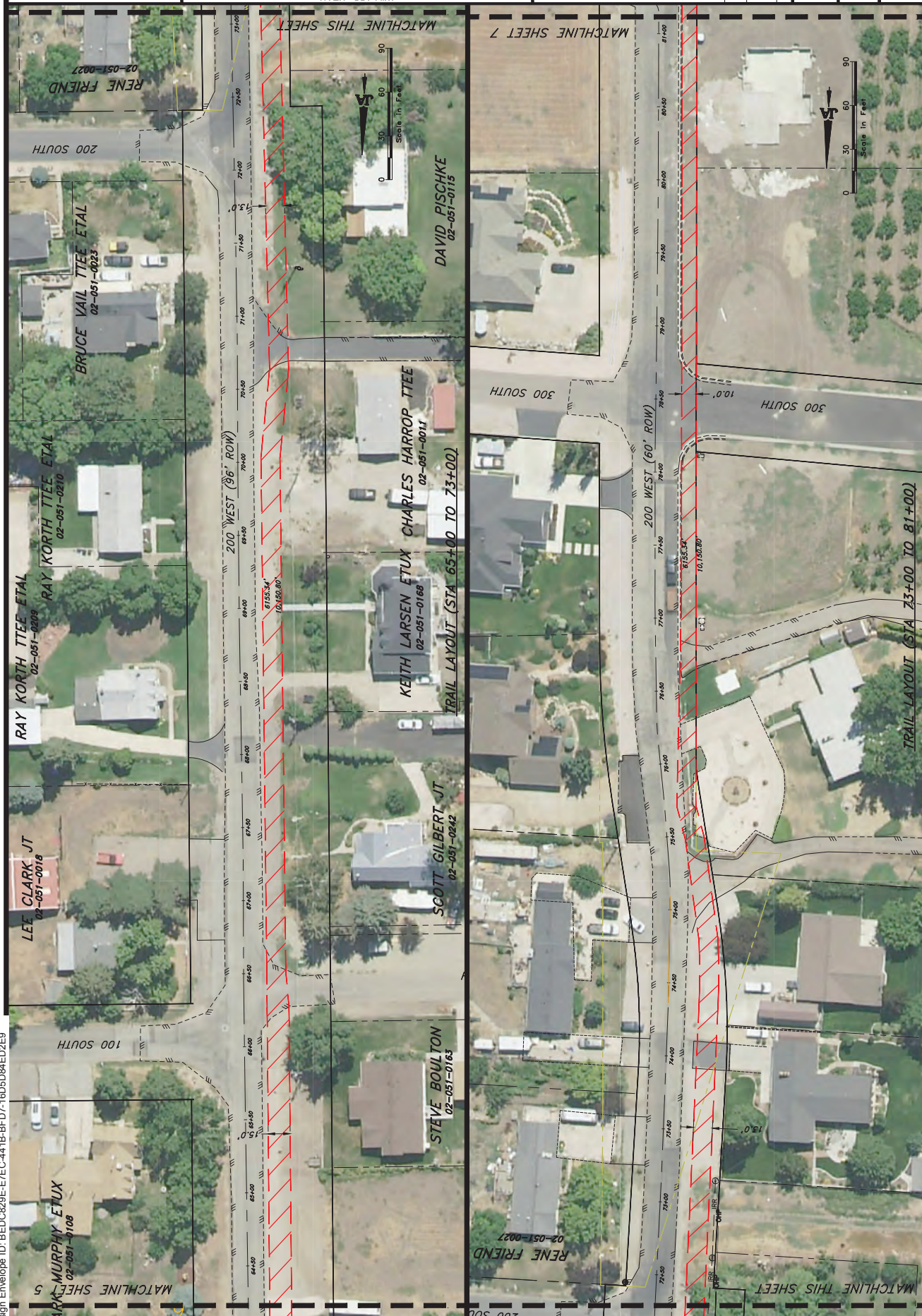
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REV.	DATE	APPR.	AMO DESIGNED AMO DRAIN ZUB CHECKED H:1 "30" 22"x34" 11"x12" H:1 "60"
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7









Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Viola Miller, Chief Financial Officer
Daniel Hofer, Director - Capital Programming and Support

TITLE:

TBA2025-11-01 - Technical Budget Adjustment - 2025 Capital Program

AGENDA ITEM TYPE:

Other Approval

RECOMMENDATION:

Approve TBA2025-11-01 to authorize transfer of \$2,392,000 between various projects within the 2025 Capital Budget as presented.

BACKGROUND:

Board Policy 2.3 Budget allows the Board of Trustees to amend or supplement the Authority's budget after its adoption. The Board may do this through a Technical Budget Adjustment (TBA) when the request does not increase budget authority, or through a Budget Amendment, after consultation with the Local Advisory Council, when an increase in the annual appropriation authority is requested.

DISCUSSION:

This proposed Technical Budget Adjustment will transfer a total of \$2,392,000 between 16 projects, including the Capital Contingency, within UTA's 2025 capital budget to aid in project delivery this year.

These adjustments should better align the affected projects with the planned 2025 milestones and anticipated expenditure amounts through the end of 2025. Unanticipated needs or changes to timing, scope, or cost of planned projects are the impetus for most of the proposed adjustments. Any contractual changes necessitated by these adjustments will come to the board for approval according to required value thresholds. Tables found in the attached exhibit show the full impact of this Technical Budget Adjustment.

ALTERNATIVES:

The Board may reject or request revisions to the requested Technical Budget Adjustment.

FISCAL IMPACT:

The proposed TBA of \$2,392,000 will be funded by the approved 2025 Capital Budget. Funds will be redistributed among the projects described in the presentation and supplemental material contained within this packet.

If TBA is approved, there will be a balance remaining in the Capital Contingency of \$3,468,000. The funding source amounts for the Capital Contingency line are as follows: \$555,000 in Bonds, \$260,000 in Grant funds, \$437,000 in State funds, \$198,000 in Local Partner funds, and \$2,018,000 in UTA funds. This TBA would have a net decrease of \$1,012,000 to the Capital Contingency. The Grant, State, and Local Partner fund portions of the Capital Contingency are affected by this TBA. Contingency funds will be used for the following: \$334,000 in grant funds will go to the 5310 program and rail replacement program; \$600,000 in state funds will go to FrontRunner 2X; \$78,000 in local partner funds will go to the 5310 program. There is no change to the UTA fund portion of the contingency.

There is no increase in budget authority. There is no impact on UTA's Fund Balance.

ATTACHMENTS:

- TBA2025-11-01 - 2025 Capital Program_Exhibit
- TBA2025-11-01 - 2025 Capital Program_Rationale

UTAH TRANSIT AUTHORITY
2025 CAPITAL BUDGET
November 12, 2025

REF#: TBA2025-11-01
Date: November 12, 2025

Funding Sources		Adopted 2025 Budget	Technical Budget Adjustment	Adjusted 2025 Capital Budget
1	UTA Current Year Funding	\$ 96,314,000		\$ 96,314,000
2	Grants	127,571,000		127,571,000
3	Local Partner Contributions	5,020,000		5,020,000
4	State Contribution	45,619,000		45,619,000
5	Leasing	32,652,000		32,652,000
6	Bonds	90,055,000		90,055,000
7	Total Funding Sources	397,231,000	-	397,231,000
Expense				
8	Capital Services	337,680,000	806,000	338,486,000
	MSP252 - FrontRunner 2X	2,592,000	600,000	3,192,000
	REV224 - Bus Overhaul	1,500,000	500,000	2,000,000
	REV236 - VW Battery Buses	435,000	36,000	471,000
	SGR385 - Rail Replacement Program	12,000,000	700,000	12,700,000
	SGR391 - Commuter Rail Vehicle Rehab and Replacement	2,000,000	(585,000)	1,415,000
	SGR393 - Grade Crossing Replacement Program	5,500,000	(295,000)	5,205,000
	SGR407 - Bus Stop Enhancements	1,807,000	150,000	1,957,000
	SGR410 - Fiber Rehab/Replacement	1,249,000	(300,000)	949,000
9	Enterprise Strategy	19,397,000	(140,000)	19,257,000
	ICI179 - Network Infrastructure Equipment & Software	1,100,000	60,000	1,160,000
	ICI214 - APC Upgrade	2,200,000	(200,000)	2,000,000
10	Executive Director (Safety)	1,360,000	-	1,360,000
11	Finance	23,082,000	(674,000)	22,408,000
	ICI213 - eVoucher Phase 2	89,000	90,000	179,000
	MSP277 - FFY 2022 UT-2023-024 P/O 5310	393,000	200,000	593,000
	MSP278 - FFY 2022 UT02023 O/L 5310	180,000	33,000	213,000
	MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	15,000	115,000
	MSP999 - Capital Contingency	4,480,000	(1,012,000)	3,468,000
12	Operations	10,482,000	8,000	10,490,000
	FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	57,000	8,000	65,000
13	People	2,795,000	-	2,795,000
14	Planning & Engagement	2,435,000	-	2,435,000
15	Grand Total	397,231,000	-	397,231,000

<u>Project ID and Name</u>	<u>2025 Adopted Budget</u>	<u>November 12th TBA</u>	<u>2025 Adjusted Budget</u>	<u>Rationale</u>
MSP999 - Capital Contingency	\$ 4,480,000	\$ (1,012,000)	\$ 3,468,000	Moving funds to aid in other project delivery - \$187,000 in Grant funds, \$8,000 in Local Partner funds, and \$600,000 in State funds.
SGR391 - Commuter Rail Vehicle Rehab and Replacement	2,000,000	(585,000)	1,415,000	Project will not be able to spend full 2025 budget.
SGR410 - Fiber Rehab/Replacement	1,249,000	(300,000)	949,000	Project will not be able to spend full 2025 budget.
SGR393 - Grade Crossing Replacement Program	5,500,000	(295,000)	5,205,000	Project will not be able to spend full 2025 budget.
ICI214 - APC Upgrade	2,200,000	(200,000)	2,000,000	Project will not be able to spend full 2025 budget.
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	57,000	8,000	65,000	For vendor to come in and do the start-up installation service.
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	15,000	115,000	Funds to support additional 5310 program needs through the end of 2025.
MSP278 - FFY 2022 UT02023 O/L 5310	180,000	33,000	213,000	Funds to support additional 5310 program needs through the end of 2025.
REV236 - VW Battery Buses	435,000	36,000	471,000	Project is closing out. Funds needed to support completion of charger at Central Pointe station and training.
ICI179 - Network Infrastructure Equipment & Software	1,100,000	60,000	1,160,000	Funds needed to purchase additional access points/servers to support Trapeze system implementation.
ICI213 - eVoucher Phase 2	89,000	90,000	179,000	For hosting and support contract through 2026.
SGR407 - Bus Stop Enhancements	1,807,000	150,000	1,957,000	Funds for easement purchases and Utah County bus stop construction.
MSP277 - FFY 2022 UT-2023-024 P/O 5310	393,000	200,000	593,000	Funds to support additional 5310 program needs through the end of 2025.
REV224 - Bus Overhaul	1,500,000	500,000	2,000,000	Additional overhaul efforts planned that need supporting funding. Includes engine and transmission replacement and UTA labor.
MSP252 - FrontRunner 2X	2,592,000	600,000	3,192,000	Funds to support additional program management costs.
SGR385 - Rail Replacement Program	12,000,000	700,000	12,700,000	Funds needed to address unforeseen needs for 2025. Includes items from recent FRA inspection (tie replacement, testing, etc.).
	\$ 35,682,000	\$ -	\$ 35,682,000	



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Andrés Colman, Chief Operations Officer
PRESENTER(S): Kevin Anderson, Director of Maintenance Support

TITLE:

Change Order: Janitorial Services for all UTA Office and Maintenance Facilities Change Order 4 - Exercising First Option Year and Adding Tooele Location (Merchants Building Maintenance)

AGENDA ITEM TYPE:

Procurement Contract/Change Order

RECOMMENDATION:

Approve and authorize the Executive Director to execute Change Order No. 4 which exercises the first-year option and adds a Tooele location to the existing contract 22-03608 with Merchants Building Maintenance Corp., who provide janitorial services to all UTA office and maintenance facilities in the amount of \$1,155,746.

BACKGROUND:

The current Janitorial contract was approved by the Board on December 21, 2022 to cover services for three (3) years with two (2) one-year option periods to continue services. This contract change order is to exercise the first option year and to add a Tooele location.

DISCUSSION:

UTA Staff are confident that Merchant Building Maintenance will continue to provide UTA with the best janitorial services by exercising the first option year and also adding a new Tooele location. The new contract not-to-exceed total value will be increased to \$4,449,314.04. The new option amount of \$1,155,746.04 will be partially funded in the 2025 and 2026 Facilities Operations Budget.

CONTRACT SUMMARY:

Contractor Name: Merchant Building Maintenance Corp.

Contract Number:	22-03608-04
Base Contract Effective Dates:	12/22/2022 - 9/30/2025
Extended Contract Dates:	10/01/2025 - 9/30/2026
Existing Contract Value:	\$3,293,568
Amendment Amount:	\$1,155,746
New/Total Contract Value:	\$4,449,314
Procurement Method:	RFP
Budget Authority:	Approved 2025 Operating Budget

ALTERNATIVES:

Prepare a new procurement for janitorial services.

FISCAL IMPACT:

The total option amount is included in the Facilities Operations Budget as follows:

- 2025 - Change Order Total: \$288,936
- 2026 - Change Order Total: \$866,810

Total Change Order not to exceed Value: \$1,155,746

Total Contract not to exceed amount: \$4,449,314

ATTACHMENTS:

- Change Order: Janitorial Services for all UTA Office and Maintenance Facilities No. Change Order 4 - Exercising First Option Year and Adding Tooele Location (Merchants Building Maintenance)

September 17, 2025

Merchant Building Maintenance Corp.

Subject: Change Order No. 4 – 22-03608JD UTA Janitorial**Contract Change Order No. 4**

Dear Mr. Caferro,

This letter serves as a formal change order to Contract 22-03608JD UTA Janitorial dated 12/22/2022. The purpose of this change order is to exercise the 1st option year and add a location as detailed below:

1. Exercise the 1st option year
 - Contract will increase by \$1,155,746.04 for the year.
 - Detailed breakdown in Exhibit A.
2. Add Location
 - Tooele
 - 200 Sqft
 - Restroom & Breakroom: \$600 a month

As per the original contract terms, the not-to-exceed value was set at \$3,293,568. With the inclusion of the above change order, the new total contract not-to-exceed value will be \$4,449,314.04.

Please note that all other terms and conditions of the original contract remain unchanged, except for those specifically modified by this change order.

If you are in agreement with the above referenced amendment, please sign on the line indicated below.

UTAH TRANSIT AUTHORITY

Merchant Building Maintenance Corp.

By: _____ Date: _____
Jay Fox
Executive Director

DocuSigned by:
Frank Caferro
By: _____ Date: 9/22/2025
Frank Caferro
Operations Manager

By: _____ Date: _____
Andres Colman
Chief Operating Officer

By: _____ Date: _____
Kevin Anderson
Director of Maintenance Support



By: _____ Date: _____
Guy Miner
Facilities Maintenance Manager

DocuSigned by:
By:  Date: 9/22/2025
 70E33A415BA44F6...
Mike Bell
Assistant Attorney General

Janitorial Services

1st Option Year

DIVISION	LOCATION	Est. Sqft. *	TASK AREAS	FIRST OPTION YEAR/ PER MONTH
Meadowbrook Division	Building 1 & Guard Shack	200,000	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 1,065.02
			Restroom Areas	\$ 992.92
			Break Room	\$ 289.43
			Day Porter	\$ 946.57
			Total	\$ 3,293.94
	Maintenance Building 3	20,000	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 631.39
			Restroom Areas	\$ 531.48
			Break Room	\$ 157.59
			FIT Factory	\$ 57.68
			Day Porter	\$ 473.80
			Total	\$ 1,841.64
	Fuel Island Building 4	250	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 38.11
			Restroom Areas	\$ 71.07
			Day Porter	\$ 473.80
			Total	\$ 582.98
	Wash Bay Building 5	150	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 38.11
			Restroom Areas	\$ 71.07
			Day Porter	\$ 473.80
			Total	\$ 582.98
	Operations Building 7	7,580	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 426.42
			Restroom Areas	\$ 353.29
			Break Room	\$ 111.24
			FIT Factory	\$ 37.08
			Day Porter	\$ 473.80
			Total	\$ 1,401.83
	Support Maintenance Building 8	37,000	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 843.57
			Restroom Areas	\$ 769.41
			Break Room	\$ 219.39
			Day Porter	\$ 473.80
			Total	\$ 2,306.17
Depot District		43,558	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 795.16
			Restroom Areas	\$ 658.96
			Break Room	\$ 224.92
			FIT Factory	\$ 73.13
			Roof Patio	\$ 72.10
			Shower & Kitchen	\$ 554.00
			Day Porter	\$ 946.57
			Total	\$ 3,324.84
Central Police Building		7,867	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 900.00

			Restroom Areas	\$ 854.00
			Day Porter	\$978.00
			Total	\$ 2,732.00
Mobility Center		13,265	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 509.85
			Restroom Areas	\$ 463.50
			FIT Factory	\$ 131.84
			Day Porter	\$ 946.57
		3,430	Records Area	\$ 316.21
			Total	\$ 2,367.97
Roadhouse		1,460	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 270.89
			Restroom Areas	\$ 316.21
			Total	\$ 587.10
Mt. Ogden Division	Select Areas	6,550	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 473.80
			Restroom Areas	\$ 379.04
			FIT Factory	\$ 94.76
			Day Porter	\$ 904.34
			Total	\$ 1,851.94
Ogden Transit Center		7,689	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 566.50
			Restroom Areas	\$ 463.50
			Break Room	\$ 128.75
			Canopy Area	\$ 64.38
			Trash Pick-up Inside and Outside	\$ 64.38
			Day Porter	\$ 452.17
			Total	\$ 1,739.67
Midvale Rail Service Center	Select Areas	13,447 83,498 Bldg 2 13,920	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 2,308.23
			Restroom Areas	\$ 1,731.43
			Break Room	\$ 576.80
			FIT Factory	\$ 192.61
			Day Porter Office Areas	\$ 948.63
			Day Porter Shop Areas (1 lane per day)	\$ 473.80
			Total	\$ 6,231.50
	Building 3 Paint Shop	200	Restroom Area	\$ 236.90
			Total	\$ 6,468.40
Jordan River Rail Service Center (JRRSC)	JRRSC Bldg 1	279,000	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 9,738.65
			Restroom Areas	\$ 7,305.79
			Break Room	\$ 2,433.89
			FIT Factory	\$ 810.61
			Day Porter Office Areas	\$ 1,088.71
			Day Porter Shop Areas (1 lane per day)	\$ 544.87
			Total	\$ 21,922.52
	JRRSC Bldg 2	12,800	Office Areas	\$ 421.27
		40,000	Shop Area (Trash Cans Only & When occupied)	\$ 632.42
			Total	\$ 1,053.69

	Fire House (JRRSC 3)	4,200	Office Areas, Entries, Hallways, Conference Rooms, Shop Trash Cans	\$ 515.00
			Restroom Areas	\$ 276.04
			Total	\$ 791.04
Warm Springs Rail Service Center		140,907	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 4,247.72
			Restroom Areas	\$ 3,184.76
			Break Room	\$ 1,061.93
			FIT Factory	\$ 353.29
			Day Porter Office Areas	\$ 908.46
			Day Porter Shop Areas	\$ 453.20
			Total	\$ 10,209.36
Frontline Headquarters (FLHQ)		100,000	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 5,640.28
			Restroom Areas	\$ 4,060.26
			Break Room	\$ 1,127.85
			FIT Factory	\$ 451.14
			Sky Light	\$ 300.00
			Day Porter	\$ 1,893.14
			Total	\$ 13,472.67
	Building 5 (CNG)	1,200	Restroom Areas	\$ 89.61
			Office/Break Room	\$ 106.09
			Day Porter	\$ 843.57
Timpanogos		5,880 total for the campus	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 870.35
			Restroom areas	\$ 704.52
			Break Rooms	\$ 414.06
			Fit Factory	\$ 82.40
			Day Porter	\$ 2,433.89
			Total	\$ 4,505.22
			Building 1	
			Building 2	
			Building 3	
			Building 7	
			Building 9	
Provo FR Hub	Customer Service/ Police Office/ Operator Breakroom	2,200	Office Areas, Entries, Hallways & Stairways, Conference Rooms	\$ 497.49
			Break Rooms	\$ 216.30
			Restroom Areas	\$ 367.71
			Glass Shelters & Garbages on Platform	\$ 270.89
			Day Porter	\$ 540.75
			Total	\$ 1,893.14
Riverside	Building 1	6,400	Office Areas, Entries, Hallways, Conference rooms, Break Rooms	\$ 592.25
			Restroom Areas	\$ 429.51
			Total	\$ 1,021.76
	Building 3	26,000	Office area	\$ 352.26
			Restroom Areas	\$ 382.13
			Total	\$ 734.39
	Building 4	1,600	Rest Room, Sink	\$ 236.90
			Total	\$ 236.90
Tooele		200	Restroom & Breakroom	\$ 600.00
			Total	\$ 600.00

Police Building (Murray Police)		6,500	Office Areas, Entries, Hallways, Conference rooms, Break Rooms	\$ 1,519.25
			Total	\$ 1,519.25

Special Request: Stripping and waxing floors, gum removal, etc	Hourly rate (As needed)	
		\$ 39.50

Total per month	Total for 12 months	As needed Estimate	1st Option Year Total
\$ 94,312.17	\$ 1,131,746.04	\$24,000	\$ 1,155,746.04



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Alisha Garrett, Chief Enterprise Strategy Officer
PRESENTER(S): Kyle Brimley, IT Director

TITLE:

Change Order: Laserfiche Software Maintenance: Modification 5 - License Extension (Cities Digital, Inc.)

AGENDA ITEM TYPE:

Procurement Contract/Change Order

RECOMMENDATION:

Approve and authorize the Executive Director to execute modification 5 and associated disbursements to contract 20-03332 with Cities Digital, Inc. for \$344,617.23.

BACKGROUND:

On October 21, 2020, the Board of Trustees approved the contract with Cities Digital to use the enterprise system Laserfiche, which is set to expire in November 2025.

DISCUSSION:

Currently, Laserfiche is used for multiple Enterprise-wide processes and is integrated into existing and new Enterprise Asset systems. It is the main system of official records for the agency.

A substantial duplication of costs using a different vendor would result in additional costs (migration of records, records management record series, rebuilding of records repositories, security groups and access, workflows and process routing).

Cities Digital Inc is the vendor that UTA has used to create and set up custom workflows that are not a part of general out of the box Laserfiche systems.

CONTRACT SUMMARY:

Contractor Name:	Cities Digital, Inc.
Contract Number:	20-03332-05
Base Contract Effective Dates:	November 26, 2020 to November 25, 2025
Extended Contract Dates:	November 26, 2025 to November 20, 2028
Existing Contract Value:	\$502,526.24
Amendment Amount:	\$344,617.23
New/Total Contract Value:	\$847,143.47
Procurement Method:	Sole Source
Budget Authority:	Approved 2025 Operating Budget

ALTERNATIVES:

Manual processes, paper and electronic records stored in unsecured locations, lack of transparency and record management requirements.

FISCAL IMPACT:

- 2025 Modification Total: \$106,345.62
- 2026 Modification Total: \$114,839.56
- 2027 Modification Total: \$123,432.05

Modification total value: \$344,617.23

Contract total value: \$847,143.47

ATTACHMENTS:

- Change Order: Laserfiche Software Maintenance: Modification 5 - License Extension (Cities Digital, Inc.)



669 West 200 South

Salt Lake City, UT 84101

MODIFICATION NUMBER 5 (FIVE) TO CONTRACT 20-03332 – November 1, 2025

This Modification Number 4 (Four) to Contract Agreement is hereby entered into and made effective as of the date of the last signature below the ("Effective Date"), by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah, (hereinafter "UTA") and Cities Digital, Inc., (hereinafter "Contractor").

RECITALS

WHEREAS, on or about October 21, 2020 UTA entered into contract 20-03332 for providing Software and Maintenance Services for Laserfiche licenses, associated software, training, documentation, and operation and maintenance; and

WHEREAS, Prior Modifications 1, 2, 3 and 4 have been exercised for changes to license quantities or other services; and

WHEREAS, on August 20, 2025, the Contractor has presented a proposal with cost to extend the contract for three (3) additional years as identified in Exhibit A; and

WHEREAS, UTA and the Contractor now desire to modify the Contract Agreement as set forth herein.

CONTRACT AGREEMENT

NOW, THEREFORE, on the stated Recitals, which are incorporated hereby in reference, and for and in consideration of the mutual covenants and agreements hereafter set forth, the mutual benefits to the parties to be derived here from, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. Term: The term of the Contract is extended for Three (3) additional years from November 26, 2025 thru November 25, 2028.
2. Cost: Total contract value is increased from the current amount of \$502,526.24 by the amount of \$344,617.23 Per Exhibit A Quote #659173v.1, as attached, to a new total contract value not to exceed \$847,143.47.
3. Other Terms Remain in Effect: All other terms and conditions remain unchanged.

IN WITNESS WHEREOF, the parties hereto have executed and delivered the Agreement as to the date written above.



669 West 200 South

Salt Lake City, UT 84101

CITIES DIGITAL, INC.:

Signed by:

Patrick Welsch

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Patrick Welsch

President

Date 10/3/2025

UTAH TRANSIT AUTHORITY:

Jay Fox

Executive Director

Date

Alisha Garrett

Chief Enterprise Strategy Officer

Date

Kyle Brimley

IT Director

Date

Auty Dahlquist

Records Manager

Date

DocuSigned by:

Mike Bell

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Michael Bell

Assistant Attorney General

Date 10/3/2025



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jared Scarbrough, Acting Chief Capital Services Officer
PRESENTER(S): David Osborn, Acting Director of Capital Design & Construction

TITLE:

Change Order: On-Call Infrastructure Maintenance Contract: Task Order #25-046 - Utah and Salt Lake County Bus Stop Package 1 (Stacy and Witbeck, Inc.)

AGENDA ITEM TYPE:

Procurement Contract/Change Order

RECOMMENDATION:

Approve and authorize the Executive Director to execute Task Order 25-046 and associated disbursements on the on-call infrastructure maintenance task ordering contract with Stacy and Witbeck, Inc. in the amount of \$655,493 to obtain ADA-compliance on 29 bus stops as part of the Federal Transit Administration (FTA) 5339 Federal Program funds received by UTA.

BACKGROUND:

In December 2023, UTA released a Request for Procurement for an on-call maintenance contractor focused specifically on infrastructure assets and other on-call services. Bids were received and evaluated, and Stacy and Witbeck, Inc. was selected as the winner based on overall scoring using the best value format.

On April 18, 2024, The UTA Board of Trustees approved the contract and authorized the Executive Director to execute the Master Task Ordering Agreement (MTOA) with Stacy and Witbeck Inc. on April 18, 2024. The MTOA is for three (3) years, plus two (2) one-year options, with a total 5-year not-to-exceed value of \$45,000,000. This work has been verified to be within the scope of the Stacy and Witbeck on-call contract.

These projects typically address:

- Passenger ride quality
- Access to Americans with Disabilities Act (ADA)-compliant bus stops

- Safety issues

DISCUSSION:

UTA staff is requesting approval of Task Order 25-046 with Stacy and Witbeck, Inc. to complete the construction of 29 bus stops in Utah and Salt Lake Counties. The scope of this request includes time, labor, materials, and other items needed to complete these stops.

By improving and constructing these stops, we are providing ADA-compliant stops for our passengers, improving rider amenities, and adding additional safety factors. This task order is within the scope of the MTOA.

The task order pricing has been determined to be fair and reasonable based on both a UTA-independent cost estimate and the performance of a price analysis.

CONTRACT SUMMARY:

Contractor Name:	Stacy and Witbeck, Inc.
Contract Number:	23-03811-25-046
Base Contract Effective Dates:	MTOA: April 18, 2024 through April 30, 2027 Task Order: Through December 31, 2025
Extended Contract Dates:	N/A
Existing Contract Value:	\$26,800,439.64
Amendment Amount:	\$655,493
New/Total Contract Value:	\$27,455,932.64
Procurement Method:	RFP Best Value
Budget Authority:	Approved 2025 Capital Budget

ALTERNATIVES:

Disapprove Task Order 25-046. UTA will be at risk of not meeting the funding and grant requirements for improving 150 bus stops. Jeopardizing the funding already received and any potential future funding opportunities.

FISCAL IMPACT:

The 2025-2029 Five Year Capital Plan includes \$655,493 for ADA-compliance improvements and construction of 29 bus stops to fulfill the requirements listed in FTA grant #UT-2023-038-00. This work is anticipated to occur in 2025 under the Federal Bus Stop project (MSP301) and the costs will be offset by using FTA 5339 funds.

- 2025 Task Order Total: \$655,493

Total Master Task Ordering Agreement Not-to-Exceed Value: \$45,000,000

Total Master Task Ordering Agreement Remaining Balance: \$27,455,932.64

ATTACHMENTS:

- Task Order: On-Call Infrastructure Maintenance Contract Task Order #25-046 - Utah and Salt Lake County Bus Stop Package 1 (Stacy and Witbeck, Inc.)



Task Order Request #25-046 - Package 1: 29 Bus Stops

Status	Open	Assignees	Carlie Torres
Created Date	Oct 20, 2025	Issued Date	Oct 20, 2025
		Location	TO25-046: UT and SLC CO Bus Stops
Attachments	25-046_Pkg 1-29 Stops_S&W Proposal 25-637.pdf		



[25-046_Pkg 1-29 Stops_Scope.pdf](#)

Attach all supporting documentation in the Attachment field above

All supporting documentation for this Task Order, including but not limited to the following, are hereby attached as PDF's and incorporated into this Task Order:

- Contractor Scope of Work
- Task Order Budget Summary
- UTA Scope

TASK ORDER IDENTIFICATION

Contract No	23-03811		
Contractor Name ("Contractor")	Stacy and Witbeck, Inc.	Contract Start Date	04/19/24
Account Code(s)	20-2338.63000.11332002 Grant ALI for ADA Compliant Concrete Pads		

THE PURPOSE OF THIS TASK ORDER IS TO SPECIFICALLY DEFINE THE SCOPE, SCHEDULE, LUMP SUM PRICE, AND OTHER TERMS APPLICABLE TO THE WORK IDENTIFIED HEREIN.

UTA AND THE CONTRACTOR HEREBY AGREE AS FOLLOWS:

1.0 SCOPE OF SERVICES

2.0 SCHEDULE

The Substantial Completion Date for this Task is	12/31/25	The Final Acceptance Date for this Task is	12/31/25
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3.0 PRICING

The pricing agreement for this	Lump Sum	Invoices will be billed on a monthly	\$655,493
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item is one of the following:		basis for completed work to date. The price for this item is in the amount of	
Independent Cost Estimate (ICE) link, if applicable	25-046_Pkg 1-29 Stops_ICE.pdf	This item is under UTA's simplified acquisition threshold (\$200,000) and requires no ICE. The cost was determined to be fair and reasonable based on a review of contractor quotes and the original contract rates	No
This item is greater than UTA's simplified acquisition threshold (\$200,000) and thus requires an Independent Cost Estimate (ICE). I have reviewed and found the ICE within the appropriate range for approval	Yes		

4.0 APPLICABILITY OF FEDERAL CLAUSES

Does this Task Order or Change Order include federal assistance funds which requires the application of the Federal Clauses appended as Exhibit D to the Contract?	Yes	If federal assistance funds are anticipated, the UTA Civil Rights group has set a Disadvantaged Business Enterprises (DBE) participation goal for this Task Order of	As of 9/31/2025, UTA's DBE Program has been suspended. Certified Payroll still applies.
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IN WITNESS WHEREOF, THIS TASK ORDER HAS BEEN EXECUTED BY UTA AND CONTRACTOR OR ITS APPOINTED REPRESENTATIVE

UTAH TRANSIT AUTHORITY:

Required Signatures Explanation	Project Manager \$0 - 24,999 Legal Review \$10k or greater Dir. of Capital Projects \$25k - 74,999 Chief Service Dev. Ofcr. \$75k - 199,999 Executive Director \$200,000+ Procurement/Contracts (for all)
Signature (Legal)	DocuSigned by: By: <u>Mike Bell</u> 70E33A415BA44F6... Name: <u>Mike Bell</u> Date: <u>10/21/2025</u>

Task Order Request #25-046 - Package 1: 29 Bus Stops

Project: MSP301 Federal Bus Stops 5339

PM Approval

The costs associated with this item have been measured against the standard schedule of rates and the agreed contract pricing, (where applicable) and have been deemed consistent and appropriate for the proposed scope of work.

Signature (Project Manager)

Signed by:
By: Carlie Torres
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Name: Carlie Torres
Date: 10/20/2025

DocuSigned by:
By: Jacob Wouden
D5E0DB8278A44C4...
Name: Jacob Wouden
Date: 10/21/2025

Director Approval

I have evaluated the content of this task order and the scope of work described in the task ordering agreement and have made the determination that this Task Order is within the scope of work contemplated and described by the contracting parties when they executed the original task ordering agreement.

Signature (Acting Director)

DocuSigned by:
By: David Osborn
AD6AFC15F32A4DE...
Name: David Osborn
Date: 10/20/2025

Signature (Procurement)

By: _____
Name: _____
Date: _____

Signature (Chief Service Development Officer)

By: _____
Name: _____
Date: _____

Signature (Executive Director)

By: _____
Jay Fox, Executive Director
Date: _____

COMPANY:

COMPANY:

Stacy and Witbeck, Inc.

Signature (Contractor)

Signed by:
By: Courtney Beesley
74CDB85631AE495...
Name: Courtney Beesley
Date: 10/21/2025

STACYWITBECK

October 3, 2025 Revised 10/22/2025

On Call Services

Mr. Jake Wouden
Rail Infrastructure Project Manager
Utah Transit Authority
2264 South 900 West
South Salt Lake City, UT 84119

Reference: On-Call Transit Infrastructure Construction, Maintenance and Repair
Project No: ~~20-03349VW~~ 23-03811

Subject: 25-637 – MSP 301 Bus Stops

Dear Jake:

We are pleased to provide the attached cost estimate to construct and or improve 29 EA new bus stops along in Utah County and in Salt Lake County along Redwood Road. per the bus stop drawing package provided to Stacy and Witbeck from UTA.

Exclusions:

- HAZMAT and Contaminated Material Testing and Remediation
- Utility relocations outside of what is shown on the drawings.

Clarifications:

- Please see detailed list of each bid item below
- The unit cost for each bid item includes the cost of insurance, bond, field supervision, and risk at the agreed upon rates.
- We are excluding all utility relocations from this scope beyond any minor irrigation changes. Any utility conflicts or relocations will need to be addressed as a change of condition.
- Pricing is based on the drawings and quantities provided to SWI from UTA.
- The scope of work is inclusive of only the items and scope that are listed below. Any other items of work or changes to the below scope will need to be repriced.

Bid Item 1000 - Field Engineer & Project Controls – 1 LS – Total of \$86,340.00 – This bid item includes Stacy and Witbeck field support from field engineer to manage construction. The field engineer will also perform pre-task planning and coordination with UTA and different cities. This item also includes office manager time for payroll and accounts payable. Pricing for required permits to complete the work is also included in this bid item.

Bid Item 2000 - Safety Program & Administration – 1 LS – Total of \$12,236.00 – Cost of Safety Supplies, safety personnel to visit the site, and incidental drug testing.

Bid Item 3000 – QC Program & Testing – 1 LS – Total of \$32,421.00 – This bid Item includes the cost of SWI QC manager to schedule, oversee, and document the quality testing performed by Consolidated Engineering Laboratories (CEL). Includes testing and lab costs from CEL.

Bid Item 4000 – Install Signs – 28 EA – Total of \$24,780.00 – Includes removal and relocation of existing signs.

Bid Item 5000 – Traffic & Pedestrian Control – 1 LS – Total of \$50,190.00 – This bid item includes the cost to provide traffic control drawings, traffic control materials, and labor to set up and take down traffic control devices at all work locations.

Bid Item 6000 – Remove Existing Sidewalk – 3,560 SF – Total of \$49,840.00 – Includes saw cutting, demo, and haul off of existing sidewalk

Bid Item 6500 – Remove Existing Curb & Gutter – 70 LF – Total of \$15,890.00 – Includes saw cutting, demo, and haul off of existing curb and gutter locations.

Bid Item 7000 - Excavation & Grading – 100 CY – Total of \$81,200.00 - Includes excavation to subgrade elevation for concrete sections. Includes clearing and grubbing, haul off and off-site disposal of excavated grubbing and excavated soils. Includes subgrade preparation and compaction.

Bid Item 8000 - Aggregate Base Course – 135 CY – Total of \$34,965.00 - Includes aggregate base furnished, placed, and compacted underneath concrete flatwork and concrete curb areas.

Bid Item 10000 – Mobilization – 1 LS – Total \$40,579.00 – This bid item includes cost of mobilizing the equipment necessary to perform the work. It also includes portable restroom rental and final project cleanup.

Bid Item 20000 – Concrete Flatwork and Sidewalk – 4" Thick – 2,160 SF – Total of \$56,160.00 – Includes cost to purchase and place formwork, and to provide materials and labor to install 4" thick concrete bus pads at the 16 locations shown in the provided drawings.

Bid Item 25000 – Concrete Flatwork and Sidewalk – 6" Thick – 3,080 SF – Total of \$83,160.00 – Includes cost to purchase and place formwork, and to provide materials and labor to install 4" thick concrete bus pads at the 11 locations shown in the provided drawings.

Bid Item 30000 – 6" Curb Wall – 260 LF – Total of \$11,440.00 – Includes cost to purchase and place formwork, and to provide materials and labor to install 6" wide curb wall at the locations shown in the provided drawings.

STACYWITBECK

Bid Item 35000 – 4.5” Bollards – 3 EA – Total of \$3,627.00 – Includes cost to purchase and place formwork, and to provide materials and labor to install 6” wide curb wall at the locations shown in the provided drawings.

Bid Item 50000 - Landscape & Irrigation – 23 EA – Total of \$26,933.00 – This bid item includes the cost to repair any landscape areas disturbed during construction. Also includes cost to cap and repair any minor irrigation lines in conflict with new construction.

Bid Item 100000 - Fee (7.5%) – 1 LS – Total of \$45,732.00 - This is the agreed to 7.5% CMGC fee.

The total price for this scope of work is a not to exceed **\$655,493.00**. If you have any questions, please contact me.

Sincerely,
Stacy and Witbeck, Inc.

Miguel Gomez
Project Manager

10/03/2025 7:12
25-637 MSP301 Bus Stops
*** Gomez, Miguel MG

BID TOTALS

<u>Biditem</u>	<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Bid Total</u>
1000	Field Engineering & Project Controls	1.000	LS	86,340.00	86,340.00
2000	Safety Program & Administration	1.000	LS	12,236.00	12,236.00
3000	QC Program & Testing	1.000	LS	32,421.00	32,421.00
4000	Install Signs	28.000	EA	885.00	24,780.00
5000	Traffic & Pedestrian Control	1.000	LS	50,190.00	50,190.00
6000	Remove Existing Sidewalk	3,560.000	SF	14.00	49,840.00
6500	Remove Existing Curb & Gutter	70.000	LF	227.00	15,890.00
7000	Excavation & Grading	100.000	CY	812.00	81,200.00
8000	Aggregate Base Course	135.000	CY	259.00	34,965.00
10000	Mobilization	1.000	LS	40,579.00	40,579.00
20000	Conc.Flatwork and Sidewalk - 4" Thick	2,160.000	SF	26.00	56,160.00
25000	Conc.Flatwork and Sidewalk - 6" Thick	3,080.000	SF	27.00	83,160.00
30000	6" Curb Wall	260.000	LF	44.00	11,440.00
35000	4.5" Bollards	3.000	EA	1,209.00	3,627.00
50000	Landscape & Irrigation	23.000	EA	1,171.00	26,933.00
Subtotal					\$609,761.00
100000	Fee (7.5%)	1.000	LS	45,732.00	45,732.00
Bid Total =====>					\$655,493.00

STACYWITBECK

October 3, 2025

On Call Services

Mr. Jake Wouden
Rail Infrastructure Project Manager
Utah Transit Authority
2264 South 900 West
South Salt Lake City, UT 84119

Reference: On-Call Transit Infrastructure Construction, Maintenance and Repair
Project No: ~~20-03349VW~~ 23-03811

Subject: 25-637 – MSP 301 Bus Stops

Dear Jake:

We are pleased to provide the attached cost estimate to construct and or improve 29 EA new bus stops along in Utah County and in Salt Lake County along Redwood Road. per the bus stop drawing package provided to Stacy and Witbeck from UTA.

Exclusions:

- HAZMAT and Contaminated Material Testing and Remediation
- Utility relocations outside of what is shown on the drawings.

Clarifications:

- Please see detailed list of each bid item below
- The unit cost for each bid item includes the cost of insurance, bond, field supervision, and risk at the agreed upon rates.
- We are excluding all utility relocations from this scope beyond any minor irrigation changes. Any utility conflicts or relocations will need to be addressed as a change of condition.
- Pricing is based on the drawings and quantities provided to SWI from UTA.
- The scope of work is inclusive of only the items and scope that are listed below. Any other items of work or changes to the below scope will need to be repriced.

Bid Item 1000 - Field Engineer & Project Controls – 1 LS – Total of \$86,340.00 – This bid item includes Stacy and Witbeck field support from field engineer to manage construction. The field engineer will also perform pre-task planning and coordination with UTA and different cities. This item also includes office manager time for payroll and accounts payable. Pricing for required permits to complete the work is also included in this bid item.

Bid Item 2000 - Safety Program & Administration – 1 LS – Total of \$12,236.00 – Cost of Safety Supplies, safety personnel to visit the site, and incidental drug testing.

Bid Item 3000 – QC Program & Testing – 1 LS – Total of \$32,421.00 – This bid Item includes the cost of SWI QC manager to schedule, oversee, and document the quality testing performed by Consolidated Engineering Laboratories (CEL). Includes testing and lab costs from CEL.

Bid Item 4000 – Install Signs – 28 EA – Total of \$24,780.00 – Includes removal and relocation of existing signs.

Bid Item 5000 – Traffic & Pedestrian Control – 1 LS – Total of \$50,190.00 – This bid item includes the cost to provide traffic control drawings, traffic control materials, and labor to set up and take down traffic control devices at all work locations.

Bid Item 6000 – Remove Existing Sidewalk – 3,560 SF – Total of \$49,840.00 – Includes saw cutting, demo, and haul off of existing sidewalk

Bid Item 6500 – Remove Existing Curb & Gutter – 70 LF – Total of \$15,890.00 – Includes saw cutting, demo, and haul off of existing curb and gutter locations.

Bid Item 7000 - Excavation & Grading – 100 CY – Total of \$81,200.00 - Includes excavation to subgrade elevation for concrete sections. Includes clearing and grubbing, haul off and off-site disposal of excavated grubbing and excavated soils. Includes subgrade preparation and compaction.

Bid Item 8000 - Aggregate Base Course – 135 CY – Total of \$34,965.00 - Includes aggregate base furnished, placed, and compacted underneath concrete flatwork and concrete curb areas.

Bid Item 10000 – Mobilization – 1 LS – Total \$40,579.00 – This bid item includes cost of mobilizing the equipment necessary to perform the work. It also includes portable restroom rental and final project cleanup.

Bid Item 20000 – Concrete Flatwork and Sidewalk – 4" Thick – 2,160 SF – Total of \$80,470.00 – Includes cost to purchase and place formwork, and to provide materials and labor to install 4" thick concrete bus pads at the 16 locations shown in the provided drawings.

Bid Item 25000 – Concrete Flatwork and Sidewalk – 6" Thick – 3,080 SF – Total of \$73,378.00 – Includes cost to purchase and place formwork, and to provide materials and labor to install 4" thick concrete bus pads at the 11 locations shown in the provided drawings.

Bid Item 30000 – 6" Curb Wall – 260 LF – Total of \$11,440.00 – Includes cost to purchase and place formwork, and to provide materials and labor to install 6" wide curb wall at the locations shown in the provided drawings.

STACYWITBECK

Bid Item 35000 – 4.5” Bollards – 3 EA – Total of \$3,627.00 – Includes cost to purchase and place formwork, and to provide materials and labor to install 6” wide curb wall at the locations shown in the provided drawings.

Bid Item 50000 - Landscape & Irrigation – 23 EA – Total of \$26,933.00 – This bid item includes the cost to repair any landscape areas disturbed during construction. Also includes cost to cap and repair any minor irrigation lines in conflict with new construction.

Bid Item 100000 - Fee (7.5%) – 1 LS – Total of \$45,732.00 - This is the agreed to 7.5% CMGC fee.

The total price for this scope of work is a not to exceed **\$655,493.00**. If you have any questions, please contact me.

Sincerely,
Stacy and Witbeck, Inc.

Signed by:

74CDB85631AE495...
10/21/2025
Miguel Gomez
Project Manager

10/03/2025 7:12
25-637 MSP301 Bus Stops
*** Gomez, Miguel MG

BID TOTALS

<u>Biditem</u>	<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Bid Total</u>
1000	Field Engineering & Project Controls	1.000	LS	86,340.00	86,340.00
2000	Safety Program & Administration	1.000	LS	12,236.00	12,236.00
3000	QC Program & Testing	1.000	LS	32,421.00	32,421.00
4000	Install Signs	28.000	EA	885.00	24,780.00
5000	Traffic & Pedestrian Control	1.000	LS	50,190.00	50,190.00
6000	Remove Existing Sidewalk	3,560.000	SF	14.00	49,840.00
6500	Remove Existing Curb & Gutter	70.000	LF	227.00	15,890.00
7000	Excavation & Grading	100.000	CY	812.00	81,200.00
8000	Aggregate Base Course	135.000	CY	259.00	34,965.00
10000	Mobilization	1.000	LS	40,579.00	40,579.00
20000	Conc.Flatwork and Sidewalk - 4" Thick	2,160.000	SF	26.00	56,160.00
25000	Conc.Flatwork and Sidewalk - 6" Thick	3,080.000	SF	27.00	83,160.00
30000	6" Curb Wall	260.000	LF	44.00	11,440.00
35000	4.5" Bollards	3.000	EA	1,209.00	3,627.00
50000	Landscape & Irrigation	23.000	EA	1,171.00	26,933.00
Subtotal					\$609,761.00
100000	Fee (7.5%)	1.000	LS	45,732.00	45,732.00
Bid Total =====>					\$655,493.00



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Todd Mills, Director of Supply Chain

TITLE:

Pre-Procurements

- **Transit Signal Priority (TSP) Corridor Study**
- **Compressed Natural Gas (CNG) Fueling Building Expansion**
- **Purchasing-card Program Administration**

AGENDA ITEM TYPE:

Pre-Procurement

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

Utah's Public Transit District Act requires all contracts valued at \$250,000 or greater be approved by the UTA Board of Trustees. This informational report on upcoming procurements allows Trustees to be informed and provide input on upcoming procurement projects. Following the bid solicitation and contract negotiation process, final contracts for these projects will come before the board for approval.

DISCUSSION:

- ***Transit Signal Priority (TSP) Corridor Study***

The Innovative Mobility Services Department is seeking to contract with a consultant to conduct a Transit Signal Priority (TSP) Corridor Study.

UTA has made significant investments in TSP technology, which prioritizes equipped buses at signalized intersections to improve travel time and reliability. The selected consultant will develop a modeling-based framework and dashboard to guide data-driven decisions for optimizing TSP deployment and improving overall bus network performance. The consultant will also remain available on an on-call basis throughout

the five-year study period to support future needs.

This procurement will be conducted as a Request for Proposal (RFP), where technical criteria will be evaluated and scored in addition to price. The term of this procurement is five (5) years. Funding for this project is included in the approved Capital Projects budget under MSP270. (#15990, PM-Hal Johnson)

- ***Compressed Natural Gas (CNG) Fueling Building Expansion***

The Facilities Department is seeking to contract with a firm to design and construct an addition to Depot District Building 5 to increase CNG fueling facility capacity. The existing building, originally constructed in 2015, was designed to accommodate this expansion.

The project will include a 75 x 25-foot addition on the east side of the building, installation of new fueling infrastructure-including two additional fuel storage vessels-and various building upgrades to support the expansion. This increased capacity is required to accommodate additional CNG buses awarded to UTA through the Low-No grant program.

This procurement will be conducted as a Request for Proposal (RFP), where technical criteria will be evaluated and scored in addition to price. The contract term will be two (2) years. Funding for this project is included in the approved Capital Projects budget under MSP260. (#16072, PM-Ethan Ray)

- ***Purchasing Card Program Administration***

The Procurement Department is seeking to contract with a firm to facilitate and administer UTA's Purchasing Card (P-Card) program. The selected firm will be responsible for card issuance, fraud monitoring, transaction reconciliation and receipt management, as well as providing tools and reporting capabilities to ensure compliance with UTA's internal purchasing policies and procedures.

UTA currently maintains approximately 400 individual and departmental P-cards used for purchases under \$5,000, providing an efficient payment method that reduces the administrative costs associated with issuing purchase orders and processing accounts payable transactions. Transitioning between Purchasing Card (P-Card) systems is a complex and resource-intensive process. To ensure program stability, minimize disruption, and maximize long-term value, it is in the best interest of the agency to establish a five (5) year contract with five (5) optional one-year extensions.

This procurement will be conducted as a Request for Proposal (RFP), where technical criteria will be evaluated and scored in addition to price. Department budgets will be charged for department purchases at the end of each month.

(#209134, PM-Todd Mills)

ATTACHMENTS:

N/A



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Monica Howe, Fares Director

TITLE:

Fare Agreement: 2025/26 Ski Bus Pass Agreement (Alta Ski Area)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Approve and authorize the Executive Director to execute the 2025/26 Ski Bus Pass Agreement (25-F28307) with Alta Ski Area.

BACKGROUND:
UTA and Alta Ski Area ("Alta") have a longstanding relationship. For many years, Alta and UTA have contracted together to provide transit service to employees and ski passholders.

UTA and its partners desire to continue efforts to encourage public transit in the canyons.

DISCUSSION:

UTA desires to continue this relationship with Alta by entering into a new Ski Bus Pass Agreement for the 2025/2026 ski season. UTA will continue to invoice Alta based on the monthly ridership counts using UTA's Electronic Fare Collection (EFC) ridership counting system.

Each resort has the option to choose one of two billing methods for its season passholders and employees: Daily with Adjustments and Daily with Weekly Cap. The Daily with Adjustments sets the daily fare rate to \$8.00 per authorized rider for ski bus service and local service. The Daily with Weekly Cap limits the daily accumulated fare for the week to \$28.00 per authorized rider and requires 100% pass participation by the selected user group. Alta has selected Daily with Adjustments for their season pass holders and Daily with

Weekly Cap for their employees.

CONTRACT SUMMARY:

Contractor Name:	Alta Ski Area
Contract Number:	25-F28307
Base Contract Effective Dates:	November 1, 2025 - May 31, 2026
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	Estimated to be \$90,000 in revenue
Procurement Method:	Non-Procurement Agreement
Budget Authority:	N/A

ALTERNATIVES:

Do not enter into an agreement with Alta.

FISCAL IMPACT:

Revenue is estimated to be \$90,000.

ATTACHMENTS:

- Fare Agreement: 2025/26 Ski Bus Pass Agreement (Alta Ski Area)

UTA Contract Number: 25-F28307

SKI BUS PASS AGREEMENT

ALTA SKI AREA

2025-2026

THIS PASS AGREEMENT is made this 1st day of November 2025, between the **UTAH TRANSIT AUTHORITY**, a public transit district organized under the laws of the State of Utah ("Authority" or "UTA") and **ALTA SKI AREA**, ("Administrator").

WHEREAS The Authority is a public transit district organized under the provisions of the Utah Public Transit District Act that provides public transportation service along the Wasatch Front, including in Big and Little Cottonwood Canyon, and is authorized by State law to enter contracts; and

WHEREAS Administrator operates a ski resort in Big or Little Cottonwood Canyon, sells season passes to the public, and hires employees to assist in the operation of its ski resort; and

WHEREAS Administrator desires to participate in UTA's Pass program pursuant to the terms and conditions described below.

NOW THEREFORE, Administrator and UTA hereby covenant and agree to be bound by the terms and conditions set forth in this Agreement:

DEFINITIONS

- A. The term "**Authorized User**" means Administrator's employees and season pass holders who have been issued a Pass in compliance with this Agreement.
- B. The term "**Local Service**" means regular fixed route bus, bus rapid transit, Microtransit, Streetcar light rail, and TRAX light rail routes operated by UTA that offer standard public transit service making frequent stops along designated streets, highways, and/or TRAX/Streetcar stations.
- C. The term "**Pass**" means a card issued by Administrator to an Authorized User under the terms of this Agreement for use on UTA's transit system.
- D. The term "**Shuttle Service**" means travel between the ski resorts. Big Cottonwood shuttle means travel between Brighton and Solitude. Little Cottonwood shuttle means travel between Alta and Snowbird.
- E. The term "**Ski Bus Service**" means public transit service in Big and Little Cottonwood Canyons on routes and schedules determined by the Authority. This includes both services provided by and contracted by UTA.

TERMS AND CONDITIONS

- 1. **TERM.** This Pass Agreement shall begin on the date stated above and end May 31, 2026.
- 2. **PASSES.** Administrator shall issue a Pass for use on UTA's transportation services in the form of a unique electronic micro-chip embedded in an electronic fare card media that

complies with UTA's requirements to Authorized Users only. Passes are non- transferrable. Administrator agrees to provide UTA educational information to each Authorized User regarding UTA's Electronic Fare Collection ("EFC") Pass Program Guidelines and Rules, particularly the requirement that Authorized Users tap on prior to boarding and tap off upon alighting.

3. **PASS RECOGNIZED AS TRANSIT FARE.** For the term of this agreement, a Pass issued to an Authorized User under this Agreement, when displayed together with valid photo identification upon request, shall be recognized as full fare when the Authorized User has tapped.
4. **PAYMENT FOR PASSES.** Administrator is responsible for paying the full amount owed to UTA, regardless of whether Administrator receives payment for Passes from a third party. Administrator shall pay the amount invoiced by the due dates identified below. UTA shall charge Administrator a one percent (1%) per month late fee on balances due under this Agreement that remain unpaid forty-five (45) days from date of invoice. Payment can be made in the following forms: Check, ACH, and/or Wire Transfer. Checks should be made payable to UTA and mailed to the following address: Utah Transit Authority, Accounts receivable, 669 West 200 South, Salt Lake City, Utah 84101. ACH/WIRE instructions are available upon request.
 - A. **Daily With Adjustments.** UTA shall issue Administrator an invoice for actual Pass usage each month within seven days after the month ends. Administrator agrees to pay \$8.00 for each day the Authorized User travels on UTA Ski Bus Service and Local Service. Administrator agrees to pay \$5 for each day the Authorized User travels on Local Service and does not travel on UTA Ski Bus Service. The billable ski days on the invoice will be reduced by 4% to account for missing shuttle trips. Administrator agrees to pay a reduced rate of \$4.00 for an agreed upon # of billable ski days. Administrator may elect to add FrontRunner service to an Authorized User's Pass by submitting a bulk import file. For Passes with FrontRunner service Administrator agrees to pay the public fare rate of those trips in addition to the daily Ski Bus Service or Local Service fare rates. No transfer credits will be applied to the FrontRunner fare.
 - B. **Daily With Weekly Cap.** UTA shall issue Administrator an invoice for actual Pass usage as described in 4A above, not to exceed \$28 per week per Authorized User, each month within seven days after the month ends. The weekly cap is only extended to Users who are either employees or season pass holders. The weekly cap also excludes FrontRunner fares.
 - i. Fares will be determined by the Authority using UTA's EFC system. Passes that are not identified as Season Pass Holder or Employee will be billed at the daily rate described in Section 4A above.
 - C. **Shuttle Service.** Shuttle service will be excluded from an Administrator's monthly billing when a rider taps on and off when travelling between resorts.
 - D. **Ikon Passes.** Use of passes designated as "Ikon" in the property fields in the electronic fare system, and normally paid for by Solitude Ski Resort, shall be billed to each resort.

Administrator agrees to pay for trips by Ikon pass holders to travel to the Administrator's resort. Ikon pass holders shall be considered as season pass holders for fare calculation purposes.

- E. **UTA Contracted Service.** Trips taken by Authorized Users on UTA contracted service shall be billed according to the terms of this Agreement unless electronic tap readers are not installed on the buses before ski service begins. In the event electronic readers are not available, both parties shall mutually agree in writing to a pricing methodology that will allow UTA to receive payment from Administrator for these trips.
5. **CONFISCATION AND UNAUTHORIZED USE OF PASS.** UTA shall have the right to confiscate a Pass at any time (without notice to the Administrator) from any person who UTA reasonably believes is not an Authorized User or if UTA reasonably believes the Pass has been duplicated, altered, or used in an unauthorized way. UTA will immediately deactivate confiscated Passes and notify the Administrator. If the Pass is an Administrator provided card, UTA will return it to Administrator.
6. **RECONCILIATION.** UTA maintains the right, upon reasonable notice, to inspect during regular business hours, all Passes always maintained by Administrator during the term of this Agreement and for a period of one year after the expiration or termination of this Agreement. Administrator shall cooperate with and permit UTA to examine the unissued Passes distributed to Administrator and the Passes sold and to inspect and reconcile all records and accounts pertaining to this agreement monthly
7. **REPORTING**
 - A. **Partner Website.** The Authority agrees to provide the following information to Administrator through www.tap2rideuta.com, which may be accessed at any time: (1) Ridership- parameters include a date range with trip counts by Pass number or service type; (2) Active Passes- a count of total active passes; (3) Pass Summary- the current status of each Pass, the Pass number, and property field to the extent completed by Administrator; and (4) Action History- a summary of all changes made to Passes. Administrator may access this information at www.tap2rideuta.com by selecting "reports."
 - B. **Ridership Data.** Each monthly billing cycle, UTA agrees to provide Administrator with a report of its' Authorized Users' daily usage on Ski Bus Service during the preceding month.
 - C. **Additional Ridership Data.** Subject to Utah Code 17B-2a-815(3)(a), which limits the type of ridership data UTA may disclose to third party administrators, the Authority will provide additional Authorized User ridership data to Administrator upon request. Requests for additional ridership data must be emailed to passprograms@rideuta.com.
 - D. **Administrator Data.** Administrator agrees to identify the type of each Pass issued in the property fields on the UTA Third Party Partner Website or the bulk import spreadsheet (employee or season pass-holder). UTA encourages Administrator to provide additional information in the property fields of the UTA Partner Website or

bulk import spreadsheet so that the parties can obtain more comprehensive ridership data in connection with the Ski Bus Service.

- E. **MONTHLY REPORTING.** The Authority will provide Administrator with a monthly report summarizing key information agreed upon by the resorts and UTA in advance. UTA can also provide Administrator with a breakdown of EFC Pass holder usage only if Administrator provides Pass holder information through bulk import.
8. **CONGESTION MITIGATION.** Administrator agrees to take reasonable affirmative actions to assist with traffic control to facilitate smooth entrance and exit for UTA ski buses from ski resort parking lots.
9. **TERMINATION OF AGREEMENT.** This Agreement may be terminated with or without cause by either party by providing thirty (30) days advance written notice of termination. In the event the Agreement is terminated after UTA begins Service, the amount owed under this Agreement shall be prorated based on the number of days UTA provided the Service.
10. **THIRD PARTY INTERESTS.** No person not a party to this Agreement shall have any rights or entitlements of any nature under it.
11. **ENTIRE AGREEMENT.** This Agreement contains the entire agreement between the parties hereto for the term stated and cannot be modified except by written agreement signed by both parties. Neither party shall be bound by any oral agreement or special arrangements contrary to or in addition to the terms and condition as stated herein.
12. **COSTS AND ATTORNEY’S FEES.** If either party pursues legal action to enforce any covenant of this Agreement, the parties agree that all costs and expenses of the prevailing party incident to such legal action, including reasonable attorneys’ fees and court costs shall be paid by the non-prevailing party.
13. **NOTICES.** Except as otherwise indicated, notices to be given hereunder shall be sufficient if given in writing in person or by personal delivery, U.S. mail, or electronic mail. Notices shall be deemed effective and complete at the time of receipt, provided that the refusal to accept delivery shall be construed as receipt for purposes of this Agreement.

If to:

Administrator:	<u>Alta Ski Area</u>	Utah Transit Authority
Name:	<u>Michael Maughan</u>	Jordan Eves
	<u>10010 East Little Cottonwood Road, Alta, UT</u>	669 West 200 South
		Salt Lake City, Utah 84101
Phone:	<u>801-799-2265</u>	801-638-8805
Email:	<u>mikem@alta.com</u>	jeves@rideuta.com

Either party may change the address at which such party desires to receive written notice by giving written notice of such change to the other party. Any such notice shall be deemed to have

been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed, provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice.

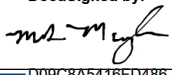
14. **INTENT TO BE LEGALLY BOUND.** The undersigned parties have duly caused this Agreement to be executed and any individual signatories executing on behalf of a governmental entity, corporation or limited liability company are duly authorized by his or her respective governmental entity, corporation, or limited liability company employer to execute this Agreement.
15. **NON-DISCRIMINATION.** Administrator agrees that it shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, based on race, color, national origin, creed, sex, or age in accordance with the requirements of 49 U.S.C. 5332.
16. **DEFAULT.** In the event that either party fails to perform any of the terms and conditions required to be performed pursuant to this Agreement, and upon fifteen (15) days' notice of such failure to perform, the non-defaulting party under this agreement may terminate this Agreement. In the event that Administrator fails to pay UTA, Administrator shall be liable for not only amounts due under this Agreement, but also collection costs including court costs and reasonable attorney's fees.
17. **SUCCESSORS AND ASSIGNS.** This agreement shall not be assigned without the written consent of the other party. This agreement with all its terms and provision shall be binding and inure to the benefit of any permitted successors and assigns of the parties hereto.
18. **AMENDMENTS.** This Agreement may not be modified or terminated orally, and no claimed modification, rescission or waiver shall be binding upon either party unless in writing signed by a duly authorized representative of each party.
19. **INDEMNIFICATION.** The parties mutually agreed to indemnify, defend, and hold harmless the other party, its directors, officers, agents, and employees against all claims, actions, debts or loss to the extent arising from a breach of a covenant, or other breach or default by the indemnifying party under this Agreement. The Parties recognize and acknowledge that UTA is a public or governmental agency or entity covered under the provisions of the Utah Governmental Immunity Act as set forth in Sections 63-30-1 to 63-30-38, Utah Code Annotated 1953, as amended, and the limits of liability therein described. UTA does not waive any legal defense or benefit available to it under applicable law. Both parties agree to cooperate in good faith in resolving any disputes that may arise under this Agreement.
20. **GOVERNING LAW.** This Agreement and all transactions contemplated hereunder and/or evidenced hereby shall be governed by and construed under and enforced in accordance with the laws of the State of Utah without giving effect to any choice of law or conflict of law rules or provisions.
21. **WAIVER.** The waiver by either party of any of the covenants as contained in this Agreement shall not be deemed a waiver of such party's rights to enforce the same or any other covenant

herein, and the rights and remedies of the parties hereunder shall be in addition to, and not in lieu of, any right or remedy as provided by law.

22. **NO PRECEDENT.** Both Parties acknowledge that this agreement is applicable only until May 31, 2026, and that a new agreement including new terms and conditions will need to be negotiated for future ski resort service. This agreement does not set a precedent for those future agreements.

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement the date and year above written.

ALTA SKI AREA

DocuSigned by:

D09C8A5416FD486...

By: _____ Date: 10/24/2025

Name: Mike Maughan

Title: President

UTAH TRANSIT AUTHORITY

By: _____ Date: _____

Name: _____

Title: _____

By: _____ Date: _____

Name: _____

Title: _____

Approved as to Form

Signed by:

B720C03671B4489...

By: _____ Date: 10/24/2025

Name: D. James Morgan

Title: Assistant Attorney General

EXHIBIT A
Pass Program Account Setup

Section 1: Partner Information

Administrator: Alta Ski Area
 Address: PO Box 8007
 City, State, Zip: Alta, UT 84092

Section 2: Contact Information

Contact Name: Michael Maughan
 Title: General Manager
 Phone: 801-799-2265
 Email: mikem@alta.com

Section 3: Designated Transit Coordinator

(For additional coordinator, please submit names and email address to efcoperations@rideuta.com)

Contact Name: _____
 Title: _____
 Phone: _____
 Email: _____

Section 4: Billing Information

A/P Contact: Pete Kelly
 Title: Corporate Controller
 Phone: 801-799-2264
 Email: pete@alta.com

Method (Check One)		Email or Mailing Address
X Email	☐ Mail	pete@alta.com

Payment Type (Check One)		
☐ ACH	☐ Wire	X Check

* ACH/Wire instructions are available upon request

Section 5: Programs and Pricing

☐ **Daily with Adjustments**

Description: Monthly payment required from employer to UTA, invoiced at the end of each month and based on daily usage, see section 4A for additional details.

Please indicate below the authorized user group or groups that will be participating in the program:

X Season Pass Holders

☐ **Employees**

☐ **Daily with Weekly Cap**

Description: Monthly payment required from employer to UTA, invoiced at the end of each month and based on daily usage not to exceed a weekly cap of \$28 per week per authorized user, see section 4B for additional details. Requires 100% participation by season pass holders and/or 100% participation by employees.

Please indicate below the authorized user group or groups that will be participating in the program:

☐ **Season Pass Holders** (Excludes discounted season passholders without UTA benefits)

X Employees



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Monica Howe, Fares Director

TITLE:

Fare Agreement: 2025/26 Ski Bus Pass Agreement (Snowbird Resort)

AGENDA ITEM TYPE:

Service or Fare Approval

RECOMMENDATION:

Approve and authorize Executive Director to execute fare agreement 25-F28308 with Snowbird Resort for 2025/26 Ski Bus Passes.

BACKGROUND:

UTA and Snowbird Resort have a longstanding relationship. For many years, Snowbird and UTA have contracted together to provide transit service to employees and ski passholders.

UTA and its partners desire to continue efforts to encourage public transit in the canyons.

DISCUSSION:

UTA desires to continue this relationship with Snowbird by entering into a new Ski Bus Pass Agreement for the 2025/26 ski season. UTA will continue to invoice Snowbird based on the monthly ridership counts using UTA's Electronic Fare Collection (EFC) ridership counting system.

Each resort has the option to choose one of two billing methods for its season passholders and employees: Daily with Adjustments and Daily with Weekly Cap. The Daily with Adjustments sets the daily fare rate to \$8.00 per authorized rider for ski bus service and local service. The Daily with Weekly Cap limits the daily accumulated fare for the week to \$28.00 per authorized rider and requires 100% pass participation by the selected user group.

Snowbird has selected Daily with Weekly Cap for their season pass holders and employees.

CONTRACT SUMMARY:

Contractor Name:	Snowbird Resort
Contract Number:	25-F28308
Base Contract Effective Dates:	November 1, 2025 - October 31, 2026
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	Estimated to be \$195,000 in revenue
Procurement Method:	Non-Procurement Agreement
Budget Authority:	N/A

ALTERNATIVES:

Do not enter an agreement with Snowbird Resort or renegotiate the contract terms.

FISCAL IMPACT:

Revenue is estimated to be \$195,000.

ATTACHMENTS:

- Fare Agreement: 2025/26 Ski Bus Pass Agreement (Snowbird Resort)

UTA Contract Number: 25-F28308

SKI BUS PASS AGREEMENT
SNOWBIRD RESORT
 2025-2026

THIS PASS AGREEMENT is made this 1st day of November 2025, between the **UTAH TRANSIT AUTHORITY**, a public transit district organized under the laws of the State of Utah ("Authority" or "UTA") and **SNOWBIRD RESORT**, ("Administrator").

WHEREAS The Authority is a public transit district organized under the provisions of the Utah Public Transit District Act that provides public transportation service along the Wasatch Front, including in Big and Little Cottonwood Canyon, and is authorized by State law to enter contracts; and

WHEREAS Administrator operates a ski resort in Big or Little Cottonwood Canyon, sells season passes to the public, and hires employees to assist in the operation of its ski resort; and

WHEREAS Administrator desires to participate in UTA's Pass program pursuant to the terms and conditions described below.

NOW THEREFORE, Administrator and UTA hereby covenant and agree to be bound by the terms and conditions set forth in this Agreement.

DEFINITIONS

- A. The term "**Authorized User**" means Administrator's employees and season pass holders who have been issued a Pass in compliance with this Agreement.
- B. The term "**Local Service**" means regular fixed route bus, bus rapid transit, Microtransit, Streetcar light rail, and TRAX light rail routes operated by UTA that offer standard public transit service making frequent stops along designated streets, highways, and/or TRAX/Streetcar stations.
- C. The term "**Pass**" means a card issued by Administrator to an Authorized User under the terms of this Agreement for use on UTA's transit system.
- D. The term "**Shuttle Service**" means travel between the ski resorts. Big Cottonwood shuttle means travel between Brighton and Solitude. Little Cottonwood shuttle means travel between Alta and Snowbird.
- E. The term "**Ski Bus Service**" means public transit service in Big and Little Cottonwood Canyons on routes and schedules determined by the Authority. This includes both services provided by and contracted by UTA.

TERMS AND CONDITIONS

1. **TERM.** This Pass Agreement shall begin on the date stated above and end October 31, 2026.
2. **PASSES.** Administrator shall issue a Pass for use on UTA's transportation services in the form of a unique electronic microchip embedded in an electronic fare card media that complies with UTA's requirements to Authorized Users only. Passes are non- transferrable. Administrator agrees to provide UTA educational information to each Authorized User regarding UTA's Electronic Fare Collection ("EFC") Pass Program Guidelines and Rules, particularly the requirement that Authorized Users tap on prior to boarding and tap off upon alighting.
3. **PASS RECOGNIZED AS TRANSIT FARE.** For the term of this agreement, a Pass issued to an Authorized User under this Agreement, when displayed together with valid photo identification upon request, shall be recognized as full fare when the Authorized User has tapped.
4. **PAYMENT FOR PASSES.** Administrator is responsible for paying the full amount owed to UTA, regardless of whether Administrator receives payment for Passes from a third party. Administrator shall pay the amount invoiced by the due dates identified below. UTA shall charge Administrator a one percent (1%) per month late fee on balances due under this Agreement that remain unpaid forty-five (45) days from date of invoice. Payment can be made in the following forms: Check, ACH, and/or Wire Transfer. Checks should be made payable to UTA and mailed to the following address: Utah Transit Authority, Accounts receivable, 669 West 200 South, Salt Lake City, Utah 84101. ACH/WIRE instructions are available upon request.
 - A. **Daily with Adjustments.** UTA shall issue Administrator an invoice for actual Pass usage each month within seven days after the month ends. Administrator agrees to pay \$8.00 for each day the Authorized User travels on UTA Ski Bus Service and Local Service. Administrator agrees to pay \$5 for each day the Authorized User travels on Local Service and does not travel on UTA Ski Bus Service. The billable ski days on the invoice will be reduced by 4% to account for missing shuttle trips. Administrator agrees to pay a reduced rate of \$4.00 for an agreed upon # of billable ski days. Administrator may elect to add FrontRunner service to an Authorized User's Pass by submitting a bulk import file. For Passes with FrontRunner service Administrator agrees to pay the public fare rate of those trips in addition to the daily Ski Bus Service or Local Service fare rates. No transfer credits will be applied to the FrontRunner fare.
 - B. **Daily with Weekly Cap.** UTA shall issue Administrator an invoice for actual Pass usage as described in 4A above, not to exceed \$28 per week per Authorized User, each month within seven days after the month ends. The weekly cap is only extended to Users who are either employees or season pass holders. The weekly cap also excludes FrontRunner fares.
 - i Fares will be determined by the Authority using UTA's EFC system. Passes that are not identified as Season Pass Holder or Employee will be billed at the daily rate described in Section 4A above.

- C. **Shuttle Service.** Shuttle service will be excluded from an Administrator’s monthly billing when a rider taps on and off when travelling between resorts.
 - D. **Ikon Passes.** Use of passes designated as “Ikon” in the property fields in the electronic fare system, and normally paid for by Solitude Ski Resort, shall be billed to each resort. Administrator agrees to pay for trips by Ikon pass holders to travel to the Administrator’s resort. Ikon pass holders shall be considered as season pass holders for fare calculation purposes.
 - E. **UTA Contracted Service.** Trips taken by Authorized Users on UTA contracted service shall be billed according to the terms of this Agreement unless electronic tap readers are not installed on the buses before ski service begins. In the event electronic readers are not available, both parties shall mutually agree in writing to a pricing methodology that will allow UTA to receive payment from Administrator for these trips.
5. **CONFISCATION AND UNAUTHORIZED USE OF PASS.** UTA shall have the right to confiscate a Pass at any time (without notice to the Administrator) from any person who UTA reasonably believes is not an Authorized User or if UTA reasonably believes the Pass has been duplicated, altered, or used in an unauthorized way. UTA will immediately deactivate confiscated Passes and notify the Administrator. If the Pass is an Administrator provided card, UTA will return it to Administrator.
6. **RECONCILIATION.** UTA maintains the right, upon reasonable notice, to inspect during regular business hours, all Passes always maintained by Administrator during the term of this Agreement and for a period of one year after the expiration or termination of this Agreement. Administrator shall cooperate with and permit UTA to examine the unissued Passes distributed to Administrator and the Passes sold and to inspect and reconcile all records and accounts pertaining to this agreement monthly.
7. **REPORTING.**
- A. **Partner Website.** The Authority agrees to provide the following information to Administrator through www.tap2rideuta.com, which may be accessed at any time: (1) Ridership- parameters include a date range with trip counts by Pass number or service type; (2) Active Passes- a count of total active passes; (3) Pass Summary- the current status of each Pass, the Pass number, and property field to the extent completed by Administrator; and (4) Action History- a summary of all changes made to Passes. Administrator may access this information at www.tap2rideuta.com by selecting “reports.”
 - B. **Ridership Data.** Each monthly billing cycle, UTA agrees to provide Administrator with a report of its’ Authorized Users’ daily usage on Ski Bus Service during the preceding month.
 - C. **Additional Ridership Data.** Subject to Utah Code 17B-2a-815(3)(a), which limits the type of ridership data UTA may disclose to third party administrators, the Authority will provide additional Authorized User ridership data to Administrator upon request. Requests for additional ridership data must be emailed to passprograms@rideuta.com.

- D. **Administrator Data.** Administrator agrees to identify the type of each Pass issued in the property fields on the UTA Third Party Partner Website or the bulk import spreadsheet (employee or season pass-holder). UTA encourages Administrator to provide additional information in the property fields of the UTA Partner Website or bulk import spreadsheet so that the parties can obtain more comprehensive ridership data in connection with the Ski Bus Service.
- E. **Monthly Reporting.** The Authority will provide Administrator with a monthly report summarizing key information agreed upon by the resorts and UTA in advance. UTA can also provide Administrator with a breakdown of EFC Pass holder usage only if Administrator provides Pass holder information through bulk import.
- 8. **CONGESTION MITIGATION.** Administrator agrees to take reasonable affirmative actions to assist with traffic control to facilitate smooth entrance and exit for UTA ski busses from ski resort parking lots.
- 9. **TERMINATION OF AGREEMENT.** This Agreement may be terminated with or without cause by either party by providing thirty (30) days advance written notice of termination. In the event the Agreement is terminated after UTA begins Service, the amount owed under this Agreement shall be prorated based on the number of days UTA provided the Service.
- 10. **THIRD PARTY INTERESTS.** No person not a party to this Agreement shall have any rights or entitlements of any nature under it.
- 11. **ENTIRE AGREEMENT.** This Agreement contains the entire agreement between the parties hereto for the term stated and cannot be modified except by written agreement signed by both parties. Neither party shall be bound by any oral agreement or special arrangements contrary to or in addition to the terms and condition as stated herein.
- 12. **COSTS AND ATTORNEY'S FEES.** If either party pursues legal action to enforce any covenant of this Agreement, the parties agree that all costs and expenses of the prevailing party incident to such legal action, including reasonable attorneys' fees and court costs shall be paid by the non-prevailing party.
- 13. **NOTICES.** Except as otherwise indicated, notices to be given hereunder shall be sufficient if given in writing in person or by personal delivery, U.S. mail, or electronic mail. Notices shall be deemed effective and complete at the time of receipt, provided that the refusal to accept delivery shall be construed as receipt for purposes of this Agreement.

If to:

Administrator:	_____	Utah Transit Authority:
Name:	_____	Jordan Eves
Address:	_____	669 West 200 South
	_____	Salt Lake City, Utah 84101
Phone:	_____	801-638-8805
Email:	_____	jeves@rideuta.com

Either party may change the address at which such party desires to receive written notice by giving written notice of such change to the other party. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed, provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice.

- 14. **INTENT TO BE LEGALLY BOUND** The undersigned parties have duly caused this Agreement to be executed and any individual signatories executing on behalf of a governmental entity, corporation or limited liability company are duly authorized by his or her respective governmental entity, corporation, or limited liability company employer to execute this Agreement.
- 15. **NON-DISCRIMINATION** Administrator agrees that it shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, based on race, color, national origin, creed, sex, or age in accordance with the requirements of 49 U.S.C. 5332.
- 16. **DEFAULT** In the event that either party fails to perform any of the terms and conditions required to be performed pursuant to this Agreement, and upon fifteen (15) days’ notice of such failure to perform, the non-defaulting party under this agreement may terminate this Agreement. In the event that Administrator fails to pay UTA, Administrator shall be liable for not only amounts due under this Agreement, but also collection costs including court costs and reasonable attorney’s fees.
- 17. **SUCCESSORS AND ASSIGNS** This agreement shall not be assigned without the written consent of the other party. This agreement with all its terms and provision shall be binding and inure to the benefit of any permitted successors and assigns of the parties hereto.
- 18. **AMENDMENTS.** This Agreement may not be modified or terminated orally, and no claimed modification, rescission or waiver shall be binding upon either party unless in writing signed by a duly authorized representative of each party.
- 19. **INDEMNIFICATION.** The parties mutually agreed to indemnify, defend, and hold harmless the other party, its directors, officers, agents, and employees against all claims, actions, debts or loss to the extent arising from a breach of a covenant, or other breach or default by the indemnifying party under this Agreement. The Parties recognize and

acknowledge that UTA is a public or governmental agency or entity covered under the provisions of the Utah Governmental Immunity Act as set forth in Sections 63-30-1 to 63-30-38, Utah Code Annotated 1953, as amended, and the limits of liability therein described. UTA does not waive any legal defense or benefit available to it under applicable law. Both parties agree to cooperate in good faith in resolving any disputes that may arise under this Agreement.

20. **GOVERNING LAW.** This Agreement and all transactions contemplated hereunder and/or evidenced hereby shall be governed by and construed under and enforced in accordance with the laws of the State of Utah without giving effect to any choice of law or conflict of law rules or provisions.
21. **WAIVER.** The waiver by either party of any of the covenants as contained in this Agreement shall not be deemed a waiver of such party's rights to enforce the same or any other covenant herein, and the rights and remedies of the parties hereunder shall be in addition to, and not in lieu of, any right or remedy as provided by law.
22. **NO PRECEDENT.** Both Parties acknowledge that this agreement is applicable only until May 31, 2026, and that a new agreement including new terms and conditions will need to be negotiated for future ski resort service. This agreement does not set a precedent for those future agreements.

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement the date and year above written.

SNOWBIRD RESORT

UTAH TRANSIT AUTHORITY

By: Spencer Allen Date:10/13/25 By: _____ Date: _____

Name: Spencer Allen Name: _____

Title: Sr Director of Finance Title: _____

By: _____ Date: _____

Name: _____

Title: _____

Approved as to Form

Signed by:
By: D. James Morgan Date:10/20/2025
B720C03671B4489...

Name: D. James Morgan

Title: Assistant Attorney General

EXHIBIT A
Pass Program Account Setup

Section 1: Partner Information

Administrator: _____
Address: _____

City, State, Zip: _____

Section 2: Contact Information

Contact Name: _____
Title: _____
Phone: _____
Email: _____

Section 3: Designated Transit Coordinator

(For additional coordinator, please submit names and email address to efcoperations@rideuta.com)

Contact Name: _____
Title: _____
Phone: _____
Email: _____

Section 4: Billing Information

A/P Contact: _____
Title: _____
Phone: _____
Email: _____

Method (Check One)		Email or Mailing Address
☐ Email	☐ Mail	

Payment Type (Check One)		
☐ ACH	☐ Wire	☐ Check

Section 5: Programs and Pricing

☐ **Daily with Adjustments**

Description: Monthly payment required from employer to UTA, invoiced at the end of each month and based on daily usage, see section 4A for additional details.

Please indicate below the authorized user group or groups that will be participating in the program:

☐ **Season Pass Holders**

☐ **Employees**

☒ **Daily with Weekly Cap**

Description: Monthly payment required from employer to UTA, invoiced at the end of each month and based on daily usage not to exceed a weekly cap of \$28 per week per authorized user, see section 4B for additional details. Requires 100% participation by season pass holders and/or 100% participation by employees.

Please indicate below the authorized user group or groups that will be participating in the program:

☒ **Season Pass Holders**

☒ **Employees**



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Monica Howe, Fares Director

TITLE:

Fare Agreement: 2025/26 Ski Bus Pass Agreement (Sundance Ski Resort)

AGENDA ITEM TYPE:

Service or Fare Approval

RECOMMENDATION:

Approve and authorize the Executive Director to execute the Ski Bus Pass Agreement (25-F28309) with Sundance Ski Resort for the 2025-2026 ski season.

BACKGROUND:

Utah Transit Authority ("UTA") and Sundance Ski Resort ("Sundance") have a longstanding relationship. For many years, Sundance and UTA have contracted together to provide transit service to employees and ski pass holders.

DISCUSSION:

UTA desires to continue this relationship with Sundance by entering into a new Ski Bus Pass Agreement for the 2025-2026 ski season.

UTA will continue to invoice Sundance based on the monthly ridership counts using UTA's Electronic Fare Collection ("EFC") ridership counting system.

Each resort has the option to choose one of two billing methods for its season passholders and employees: Daily with Adjustments and Daily with Weekly Cap. The Daily with Adjustments sets the daily fare rate to \$8.00 per authorized rider for ski bus service and local service. The Daily with Weekly Cap limits the daily accumulated fare for the week to \$28.00 per authorized rider and requires 100% pass participation by the selected user group. Sundance has selected Daily with Weekly Cap pricing for their season pass holders and

employees.

CONTRACT SUMMARY:

Contractor Name:	Sundance Ski Resort
Contract Number:	25-F28309
Base Contract Effective Dates:	November 1, 2025 - May 31, 2026
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	Estimated \$25,000 in revenue
Procurement Method:	Non-procurement agreement
Budget Authority:	N/A

ALTERNATIVES:

Do not enter an agreement with Sundance and explore other fare options for their employees and season pass holders.

FISCAL IMPACT:

Revenue is estimated to \$25,000 for the 2025-26 Ski Season and is based on historical pass utilization.

ATTACHMENTS:

- Fare Agreement: 2025/26 Ski Bus Pass Agreement (Sundance Ski Resort)

UTA Contract Number: 25-F28309

SKI BUS PASS AGREEMENT
SUNDANCE SKI RESORT
 2025-2026

THIS PASS AGREEMENT is made this 1st day of November 2025, between the **UTAH TRANSIT AUTHORITY**, a public transit district organized under the laws of the State of Utah ("Authority" or "UTA") and **SUNDANCE SKI RESORT**, ("Administrator").

WHEREAS The Authority is a public transit district organized under the provisions of the Utah Public Transit District Act that provides public transportation service along the Wasatch Front and is authorized by State law to enter contracts; and

WHEREAS Administrator operates a ski resort in Provo Canyon, sells season passes to the public, and hires employees to assist in the operation of its ski resort; and

WHEREAS Administrator desires to participate in UTA's Pass program pursuant to the terms and conditions described below.

NOW THEREFORE, Administrator and UTA hereby covenant and agree to be bound by the terms and conditions set forth in this Agreement:

DEFINITIONS

- A. The term "**Authorized User**" means Administrator's employees and season pass holders who have been issued a Pass in compliance with this Agreement.
- B. The term "**Local Service**" means regular fixed route bus, bus rapid transit, Microtransit, Streetcar light rail, and TRAX light rail routes operated by UTA that offer standard public transit service making frequent stops along designated streets, highways, and/or TRAX/Streetcar stations.
- C. The term "**Pass**" means a card issued by Administrator to an Authorized User under the terms of this Agreement for use on UTA's transit system.
- D. The term "**Ski Bus Service**" means public transit service in Provo Canyon on routes and schedules determined by the Authority.

TERMS AND CONDITIONS

- 1. **TERM.** This Pass Agreement shall begin on the date stated above and end May 31, 2026.
- 2. **PASSES.** Administrator shall issue a Pass for use on UTA's transportation services in the form of a unique electronic microchip embedded in an electronic fare card media that complies with UTA's requirements to Authorized Users only. Passes are non- transferrable. Administrator agrees to provide UTA educational information to each Authorized User regarding UTA's Electronic Fare Collection ("EFC") Pass Program Guidelines and Rules,

particularly the requirement that Authorized Users tap on prior to boarding and tap off upon alighting.

3. **PASS RECOGNIZED AS TRANSIT FARE.** For the term of this agreement, a Pass issued to an Authorized User under this Agreement, when displayed together with valid photo identification upon request, shall be recognized as full fare when the Authorized User has tapped.
4. **PAYMENT FOR PASSES.** Administrator is responsible for paying the full amount owed to UTA, regardless of whether Administrator receives payment for Passes from a third party. Administrator shall pay the amount invoiced by the due dates identified below. UTA shall charge Administrator a one percent (1%) per month late fee on balances due under this Agreement that remain unpaid forty-five (45) days from date of invoice. Payment can be made in the following forms: Check, ACH, and/or Wire Transfer. Checks should be made payable to UTA and mailed to the following address: Utah Transit Authority, Accounts receivable, 669 West 200 South, Salt Lake City, Utah 84101. ACH/WIRE instructions are available upon request.
 - A. **Daily with Adjustments.** UTA shall issue Administrator an invoice for actual Pass usage each month within seven days after the month ends. Administrator agrees to pay \$8.00 for each day the Authorized User travels on UTA Ski Bus service. Administrator may elect to add Local service and FrontRunner service to an Authorized User's Pass by submitting a bulk import file. For passes with Local service, Administrator agrees to pay \$5 for each day the Authorized user travels on Local service and does not use Ski Service. For Passes with FrontRunner service, Administrator agrees to pay the public fare rate of those trips in addition to the daily Ski Bus service or Local service fare rates. No transfer credits will be applied to the FrontRunner fare.
 - B. **Daily with Weekly Cap.** UTA shall issue Administrator an invoice for actual Pass usage as described in 4A above, not to exceed \$28 per week per Authorized User, each month within seven days after the month ends. The weekly cap excludes FrontRunner fares.
 - i. Fares will be determined by the Authority using UTA's EFC system. Passes that are not identified as Season Pass Holder or Employee will be billed at the daily rate described in Section 4A above.
5. **CONFISCATION AND UNAUTHORIZED USE OF PASS.** UTA shall have the right to confiscate a Pass at any time (without notice to the Administrator) from any person who UTA reasonably believes is not an Authorized User or if UTA reasonably believes the Pass has been duplicated, altered, or used in an unauthorized way. UTA will immediately deactivate confiscated Passes and notify the Administrator. If the Pass is an Administrator- provided card, UTA will return it to Administrator.

6. **RECONCILIATION.** UTA maintains the right, upon reasonable notice, to inspect during regular business hours, all Passes always maintained by Administrator during the term of this Agreement and for a period of one year after the expiration or termination of this Agreement. Administrator shall cooperate with and permit UTA to examine the unissued Passes distributed to Administrator and the Passes sold and to inspect and reconcile all records and accounts pertaining to this agreement monthly.
7. **REPORTING.**
 - A. **Partner Website.** The Authority agrees to provide the following information to Administrator through www.tap2rideuta.com, which may be accessed at any time: (1) Ridership- parameters include a date range with trip counts by Pass number or service type; (2) Active Passes- a count of total active passes; (3) Pass Summary- the current status of each Pass, the Pass number, and property field to the extent completed by Administrator; and (4) Action History- a summary of all changes made to Passes. Administrator may access this information at www.tap2rideuta.com by selecting "reports."
 - B. **Ridership Data.** Each monthly billing cycle, UTA agrees to provide Administrator with a report of its' Authorized Users' daily usage on Ski Bus Service during the preceding month.
 - C. **Additional Ridership Data.** Subject to Utah Code 17B-2a-815(3)(a), which limits the type of ridership data UTA may disclose to third party administrators, the Authority will provide additional Authorized User ridership data to Administrator upon request. Requests for additional ridership data must be emailed to passprograms@rideuta.com.
 - D. **Administrator Data.** Administrator agrees to identify the type of each Pass issued in the property fields on the UTA Third Party Partner Website or the bulk import spreadsheet (employee or season pass-holder). UTA encourages Administrator to provide additional information in the property fields of the UTA Partner Website or bulk import spreadsheet so that the parties can obtain more comprehensive ridership data in connection with the Ski Bus Service.
 - E. **Monthly Reporting.** The Authority will provide Administrator with a monthly report summarizing key information agreed upon by the resorts and UTA in advance. UTA can also provide Administrator with a breakdown of EFC Pass holder usage only if Administrator provides Pass holder information through bulk import.
8. **TERMINATION OF AGREEMENT.** This Agreement may be terminated with or without cause by either party by providing thirty (30) days advance written notice of termination. In the event the Agreement is terminated after UTA begins Service, the amount owed under this Agreement shall be prorated based on the number of days UTA provided the Service.
9. **THIRD PARTY INTERESTS.** No person not a party to this Agreement shall have any rights or entitlements of any nature under it.

10. **ENTIRE AGREEMENT.** This Agreement contains the entire agreement between the parties hereto for the term stated and cannot be modified except by written agreement signed by both parties. Neither party shall be bound by any oral agreement or special arrangements contrary to or in addition to the terms and condition as stated herein.
11. **COSTS AND ATTORNEY'S FEES.** If either party pursues legal action to enforce any covenant of this Agreement, the parties agree that all costs and expenses of the prevailing party incident to such legal action, including reasonable attorneys' fees and court costs shall be paid by the non-prevailing party.
12. **NOTICES.** Except as otherwise indicated, notices to be given hereunder shall be sufficient if given in writing in person or by personal delivery, U.S. mail, or electronic mail. Notices shall be deemed effective and complete at the time of receipt, provided that the refusal to accept delivery shall be construed as receipt for purposes of this Agreement.

If to:

Administrator:	_____	Utah Transit Authority:
Name:	_____	Jordan Eves
Address:	_____	669 West 200 South
	_____	Salt Lake City, Utah 84101
Phone:	_____	801-638-8805
Email:	_____	jeves@rideuta.com

Either party may change the address at which such party desires to receive written notice by giving written notice of such change to the other party. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed, provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice.

13. **INTENT TO BE LEGALLY BOUND.** The undersigned parties have duly caused this Agreement to be executed and any individual signatories executing on behalf of a governmental entity, corporation or limited liability company are duly authorized by his or her respective governmental entity, corporation, or limited liability company employer to execute this Agreement.
14. **NON-DISCRIMINATION.** Administrator agrees that it shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, based on race, color, national origin, creed, sex, or age in accordance with the requirements of 49 U.S.C. 5332.

15. **DEFAULT.** In the event that either party fails to perform any of the terms and conditions required to be performed pursuant to this Agreement, and upon fifteen (15) days' notice of such failure to perform, the non-defaulting party under this agreement may terminate this Agreement. In the event that Administrator fails to pay UTA, Administrator shall be liable for not only amounts due under this Agreement, but also collection costs including court costs and reasonable attorney's fees.
16. **SUCCESSORS AND ASSIGNS.** This agreement shall not be assigned without the written consent of the other party. This agreement with all its terms and provision shall be binding and inure to the benefit of any permitted successors and assigns of the parties hereto.
17. **AMENDMENTS.** This Agreement may not be modified or terminated orally, and no claimed modification, rescission or waiver shall be binding upon either party unless in writing signed by a duly authorized representative of each party.
18. **INDEMNIFICATION.** The parties mutually agreed to indemnify, defend, and hold harmless the other party, its directors, officers, agents, and employees against all claims, actions, debts or loss to the extent arising from a breach of a covenant, or other breach or default by the indemnifying party under this Agreement. The Parties recognize and acknowledge that UTA is a public or governmental agency or entity covered under the provisions of the Utah Governmental Immunity Act as set forth in Sections 63-30-1 to 63-30-38, Utah Code Annotated 1953, as amended, and the limits of liability therein described. UTA does not waive any legal defense or benefit available to it under applicable law. Both parties agree to cooperate in good faith in resolving any disputes that may arise under this Agreement.
19. **GOVERNING LAW.** This Agreement and all transactions contemplated hereunder and/or evidenced hereby shall be governed by and construed under and enforced in accordance with the laws of the State of Utah without giving effect to any choice of law or conflict of law rules or provisions.
20. **WAIVER.** The waiver by either party of any of the covenants as contained in this Agreement shall not be deemed a waiver of such party's rights to enforce the same or any other covenant herein, and the rights and remedies of the parties hereunder shall be in addition to, and not in lieu of, any right or remedy as provided by law.
21. **NO PRECEDENT.** Both Parties acknowledge that this agreement is applicable only until the contract Term date as stated in section 1, above, and that a new agreement including new terms and conditions will need to be negotiated for future ski resort service. This agreement does not set a precedent for those future agreements.

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement the date and year above written.

SUNDANCE SKI RESORT	UTAH TRANSIT AUTHORITY
Signed by:	
By: <u>Czar Johnson</u> Date: <u>10/17/2025</u>	By: _____ Date: _____
025C2448D5354E2...	
Name: <u>Czar Johnson</u>	Name: _____
Title: <u>Chief Operating Officer</u>	Title: _____

By: _____ Date: _____

Name: _____

Title: _____

Approved as to Form

Signed by:

By: D. James Morgan Date: 10/20/2025

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Name: D. James Morgan

Title: Assistant Attorney General

EXHIBIT A
Pass Program Account Setup

Section 1: Partner Information

Administrator: _____

Address: _____

City, State, Zip: _____

Section 2: Contact Information

Contact Name: _____

Title: _____

Phone: _____

Email: _____

Section 3: Designated Transit Coordinator
(For additional coordinator, please submit names and email address to efcoperations@rideuta.com)

Contact Name: _____

Title: _____

Phone: _____

Email: _____

Section 4: Billing Information

A/P Contact: _____

Title: _____

Phone: _____

Email: _____

Method (Check One)		Email or Mailing Address
☐ Email	☐ Mail	

Payment Type (Check One)		
☐ ACH	☐ Wire	☐ Check

* ACH/Wire instructions are available upon request

Section 5: Programs and Pricing

☐ **Daily with Adjustments**

Description: Monthly payment required from employer to UTA, invoiced at the end of each month and based on daily usage, see section 4A for additional details.

Please indicate below the authorized user group or groups that will be participating in the program:

- ☐ **Season Pass Holders**
- ☐ **Employees**

☒ **Daily with Weekly Cap**

Description: Monthly payment required from employer to UTA, invoiced at the end of each month and based on daily usage not to exceed a weekly cap of \$28 per week per authorized user, see section 4B for additional details. Requires 100% participation by season pass holders and/or 100% participation by employees.

Please indicate below the authorized user group or groups that will be participating in the program:

- ☒ **Season Pass Holders**
- ☒ **Employees**





Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Monica Howe, Fares Director

TITLE:

Fare Agreement: 2025/26 Ski Bus Pass Agreement (SMHG Management LLC/Powder Mountain)

AGENDA ITEM TYPE:

Service or Fare Approval

RECOMMENDATION:

Approve and authorize the Executive Director to execute the 2025/26 Ski Bus Pass Agreement with SMHG Management LLC/Powder Mountain.

BACKGROUND:

SMHG Management LLC/Powder Mountain ("Powder Mountain") operates a ski resort situated in Ogden Valley and wishes to participate in UTA's pass program. Utah Transit Authority ("UTA") has partnered with Powder Mountain in the past and both parties desire to enter into another agreement for the 2025/26 ski season.

DISCUSSION:

Under this agreement, Powder Mountain will pay for each trip taken by its authorized users using the base one-way ski fare, discounted twenty percent (20%) and trip count will be determined by UTA's automatic passenger counter ("APC") data from route 674. The estimated value of this contract is \$95,000 based on last year's ridership.

CONTRACT SUMMARY:

Contractor Name: SMHG Management LLC/Powder Mountain Ski Area
Contract Number: 25-F28316

Base Contract Effective Dates:	November 12, 2025 - April 11, 2026
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	Estimated \$95,000 in revenue
Procurement Method:	Non-Procurement Agreement
Budget Authority:	N/A

ALTERNATIVES:

Do not enter into an agreement with Powder Mountain.

FISCAL IMPACT:

Estimated revenue from Powder Mountain for the 2025-26 Ski Season is \$95,000.

ATTACHMENTS:

- Fare Agreement: 2025/26 Ski Bus Agreement (SMHG Management LLC/Powder Mountain)

SKI BUS PASS AGREEMENT
SMHG Management LLC,
A Delaware limited liability company
“Powder Mountain” 2025-2026

This Ski Bus Pass Agreement (“Agreement”) is made effective this 12th day of November 2025 (“Effective Date”) between the **UTAH TRANSIT AUTHORITY**, a public transit district organized under the laws of the State of Utah ("Authority" or "UTA") and **SMHG Management LLC, a Delaware limited liability company** ("Administrator" or “Powder Mountain”).

RECITALS

WHEREAS, Authority is a public transit district organized under the provisions of the Utah Public Transit District Act that provides public transportation service along the Wasatch Front and is authorized by State law to enter contracts; and

WHEREAS, Administrator operates a ski resort situated in Ogden Valley, sells season passes to the public, and hires employees to assist in the operation of its ski resort; and

WHEREAS, Administrator desires to participate in UTA’s Pass program pursuant to the terms and conditions described below.

NOW THEREFORE, Administrator and UTA covenant and agree to be bound by the terms and conditions set forth in this Agreement:

DEFINITIONS

- A. The term “**Authorized User**” means Administrator’s employees and season pass holders who have been issued a Pass in compliance with this Agreement.
- B. The term “**Automatic Passenger Counter**” means ridership data captured directly from sensors on UTA’s vehicles.
- C. The term “**Pass**” means a card issued by Administrator to an Authorized User under the terms of this Agreement for use on UTA’s transit system.
- D. The term “**Ski Bus Service**” means seasonal public transit service on routes and schedules determined by the Authority which operates during winter change day.

TERMS AND CONDITIONS

1. **TERM.** This Agreement shall begin on the date stated above and end April 11, 2026.
2. **PASSES.** Administrator shall issue a Pass for use on UTA's transportation services in the form of a unique electronic micro-chip embedded in an electronic fare card media that complies with UTA's requirements to Authorized Users only. Administrator agrees to provide UTA educational information ("Educational Information") to each Authorized User regarding UTA's Electronic Fare Collection ("EFC") Pass Program Guidelines and Rules, particularly the requirement that Authorized Users tap on prior to boarding and tap off upon alighting. UTA will provide the Educational Information to Administrator prior to the Effective Date to enable Administrator to comply with this Section 2. UTA acknowledges that Administrator is transitioning to a digital credential for its Authorized Users. UTA will accept the digital credential as a flash pass on Route 674 until an alternative solution can be implemented by agreement of the parties.
3. **PASS RECOGNIZED AS TRANSIT FARE.** So long as this Agreement has not been terminated in accordance with Paragraph 14, each Pass issued in accordance with the EFC Rules and used in accordance with the terms of this Agreement shall be recognized as full fare for ski service, so long as the user of the Pass is eligible under the terms of this Agreement to remain an Authorized User.
4. **NON-TRANSFERRABLE.** A Pass is not transferable.
5. **ISSUING PASSES.** Administrator shall be solely responsible for issuing a Pass to an Authorized User.
6. **PAYMENT FOR PASSES.** Administrator shall pay to UTA the base one-way fare discounted twenty percent (20%) for each trip per the service type authorized in Exhibit B for each trip during the preceding month. Payment can be made in the following forms: Check, ACH, and/or Wire Transfer. Checks should be made payable to UTA and mailed to the following address: Utah Transit Authority, Accounts receivable, 669 West 200 South, Salt Lake City, Utah 84101. ACH/WIRE instructions are available upon request. Administrator is responsible for paying the full amount owed to UTA, regardless of whether Administrator receives payment for Passes from a third party.
7. **CALCULATION OF FARES.** Payment of fares shall be calculated as follows:
 - a. Automatic Passenger Counter ("APC") data from Route 674 will be used to calculate the number of trips for each month minus trips captured on Route 674 from UTA's electronic fare collection system. The applicable base one-way fare will be applied to each trip, see Exhibit B.
 - b. UTA reserves the right to charge a fare based on an average of trips, if ridership data is not available or functioning properly as determined by UTA in UTA's sole discretion.

- c. The base-one way fare rates are the rates posted on UTA's website www.rideuta.com and are the same as the rates charged to UTA full fare paying customers. UTA reserves the right to adjust its rates during the term of this Agreement, according to its operational needs as determined by UTA in its sole discretion. The base-one way fare rate will be charged at the rate in effect at the time of the Trip.
- d. UTA shall invoice Administrator monthly. UTA's invoice shall state: (1) the number of Trips; (2) the total amount in Base One-Way Fares; and (3) the amount of applicable discount. Payments shall be made by Administrator to UTA within thirty (30) days of receipt of an invoice. UTA shall charge and Administrator shall pay a one percent (1%) late fee on balances due under this Agreement which remain unpaid within thirty (30) days from the due date indicated on the invoice. UTA shall charge and Administrator shall pay a five percent (5%) processing fee in the event Administrator elects to remit payment using a credit/debit card.

8. **CONFISCATION AND UNAUTHORIZED USE OF PASS.** UTA shall have the right to confiscate a Pass at any time (without notice to Administrator) from any person who UTA reasonably believes is not an Authorized User or if UTA reasonably believes the Pass has been duplicated, altered, or used in an unauthorized way. UTA will immediately deactivate confiscated Passes and notify the Administrator. If the Pass is an Administrator provided card, UTA will return it to Administrator.

9. **RECONCILIATION.** Administrator shall cooperate with and permit UTA to examine unused Passes distributed to Administrator and reconcile all records and accounts pertaining to this Agreement if requested by UTA.

10. REPORTING

- A **Partner Website.** Authority agrees to provide the following information to Administrator through www.tap2rideuta.com, which may be accessed at any time: (1) Ridership- parameters include a date range with trip counts by Pass number or service type; (2) Active Passes- a count of total active passes; (3) Pass Summary- the current status of each Pass, the Pass number, and property field to the extent completed by Administrator; and (4) Action History- a summary of all changes made to Passes. Administrator may access this information at www.tap2rideuta.com by selecting “reports.”
- B **Ridership Data.** Each monthly billing cycle, UTA agrees to provide Administrator with a report of its’ Authorized Users’ daily usage on Ski Bus Service during the preceding month.
- C **Additional Ridership Data.** Subject to Utah Code 17B-2a-815(3)(a), which limits the type of ridership data UTA may disclose to third party administrators, the Authority will provide additional Authorized User

ridership data to Administrator upon request. Requests for additional ridership data must be emailed to passprograms@rideuta.com.

- D **Administrator Data.** Administrator agrees to identify the type of each Pass issued in the property fields on the UTA Third Party Partner Website or the bulk import spreadsheet (employee or season pass-holder). UTA encourages Administrator to provide additional information in the property fields of the UTA Partner Website or bulk import spreadsheet so that the parties can obtain more comprehensive ridership data in connection with the Ski Bus Service.
- E **Monthly Reporting.** Authority will provide Administrator with a monthly report summarizing key information agreed upon by the resorts and UTA in advance. UTA can also provide Administrator with a breakdown of EFC Pass holder usage only if Administrator provides Pass holder information through bulk import.

11. **CONGESTION MITIGATION.** Administrator agrees to take reasonable affirmative actions to assist with traffic control to facilitate smooth entrance and exit for UTA ski buses from ski resort parking lots.

12. **SKI BUS SERVICE.** UTA agrees to operate ski bus service on schedules and routes determined by UTA. Details can be found on UTA's website at www.rideuta.com/schedules. UTA reserves the right to adjust the schedule according to its operational needs as determined by UTA in its sole discretion.

13. **TERMINATION OF AGREEMENT.** This Agreement shall continue in full force and effect during the term of this Agreement unless it is terminated earlier by either party. Each party, in its sole discretion, may terminate this Agreement by giving the other party written notice of termination at least sixty (60) days prior to termination date.

14. **THIRD PARTY INTERESTS.** No person not a party to this Agreement shall have any rights or entitlements of any nature under it.

15. **ENTIRE AGREEMENT.** This Agreement contains the entire agreement between the parties hereto for the term stated and cannot be modified except by written agreement signed by both parties. Neither party shall be bound by any oral agreement or special arrangements contrary to or in addition to the terms and conditions stated herein.

16. **COSTS AND ATTORNEY'S FEES.** If either party pursues legal action to enforce any covenant of this Agreement, the parties agree that all costs and expenses of the prevailing party incident to such legal action, including reasonable attorneys' fees and court costs shall be paid by the non-prevailing party.

17. **NOTICES.** Except as otherwise indicated, notices to be given hereunder shall be sufficient if given in writing in person or by personal delivery, U.S. mail, or electronic mail. Notices shall be

deemed effective and complete at the time of receipt, provided that the refusal to accept delivery shall be construed as receipt for purposes of this Agreement.

If to:

Administrator:	_____	Utah Transit Authority:
Name:	<u>SMHG Management LLC</u>	ATTN: Jordan Eves
Address:	<u>3923 N. Wolf Creek Drive</u>	669 West 200 South
	<u>Eden, Utah 84310</u>	Salt Lake City, Utah 84101
Phone:	_____	801-638-8805
Email:	<u>notices@powder.org</u>	jeves@rideuta.com

Either party may change the address at which such party desires to receive written notice by giving written notice of such change to the other party. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed, provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice.

18. **INTENT TO BE LEGALLY BOUND.** The undersigned parties have duly caused this Agreement to be executed and any individual signatories executing on behalf of a governmental entity, corporation or limited liability company are duly authorized by his or her respective governmental entity, corporation, or limited liability company employer to execute this Agreement.

19. **NON-DISCRIMINATION.** Administrator agrees that it shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, based on race, color, national origin, creed, sex, or age in accordance with the requirements of 49 U.S.C. 5332.

20. **DEFAULT.** In the event that either party fails to perform any of the terms and conditions required to be performed pursuant to this Agreement, and upon fifteen (15) days' notice of such failure to perform, the non-defaulting party under this agreement may terminate this Agreement. In the event that Administrator fails to pay UTA, Administrator shall be liable for not only amounts due under this Agreement, but also collection costs including court costs and reasonable attorney's fees.

21. **SUCCESSORS AND ASSIGNS.** This Agreement shall not be assigned without the written consent of the other party. This Agreement with all its terms and provision shall be binding and inure to the benefit of any permitted successors and assigns of the parties hereto.

22. **AMENDMENTS.** This Agreement may not be modified or terminated orally, and no claimed modification, rescission or waiver shall be binding upon either party unless in writing signed by a duly authorized representative of each party.

23. **INDEMNIFICATION.** The parties mutually agree to indemnify, defend, and hold harmless the other party, its directors, officers, agents, and employees against all claims, actions, debts or loss to the extent arising from a breach of a covenant, or other breach or default by the indemnifying party under this Agreement. The Parties recognize and acknowledge that UTA is a public or governmental agency or entity covered under the provisions of the Utah Governmental Immunity Act as set forth in Sections 63-30-1 to 63-30-38, Utah Code Annotated 1953, as amended, and the limits of liability therein described. UTA does not waive any legal defense or benefit available to it under applicable law. Both parties agree to cooperate in good faith in resolving any disputes that may arise under this Agreement.

24. **GOVERNING LAW.** This Agreement and all transactions contemplated hereunder and/or evidenced hereby shall be governed by and construed under and enforced in accordance with the laws of the State of Utah without giving effect to any choice of law or conflict of law rules or provisions.

25. **WAIVER.** The waiver by either party of any of the covenants as contained in this Agreement shall not be deemed a waiver of such party's rights to enforce the same or any other covenant herein, and the rights and remedies of the parties hereunder shall be in addition to, and not in lieu of, any right or remedy as provided by law.

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement the date and year above written.

ADMINISTRATOR

UTAH TRANSIT AUTHORITY

SMHG MANAGEMENT LLC
By SMHG Investments LLC

Signed by:

Kevin Mitchell

10/13/2025

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Signature

Date

By:

Signature

Date

Print Name: Kevin Mitchell

Print Name: _____

Print Title: Chief Operating Officer

Print Title: _____

Approved As To Form:

Signed by:

D. James Morgan

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UTA Legal Counsel

By:

Signature

Date

Print Name: _____

Print Title: _____

EXHIBIT A
Pass Program Account Setup

Section 1: Partner Information

Administrator: _____

Address: _____

City, State, Zip: _____

Section 2: Contact Information

Contact Name: _____

Title: _____

Phone: _____

Email: _____

Section 3: Designated Transit Coordinator

(For additional coordinator, please submit names and email address to efcoperations@rideuta.com)

Contact Name: _____

Title: _____

Phone: _____

Email: _____

Section 4: Billing Information

A/P Contact: _____

Title: _____

Phone: _____

Email: _____

Method (Check One)		Email or Mailing Address
☐ Email	☐ Mail	

Payment Type (Check One)		
☐ ACH	☐ Wire	☐ Check

* ACH/Wire instructions are available upon request

EXHIBIT B**Base One-Way Fare Schedule and Authorized UTA Services**

Service Type	Regular Bus	TRAX Light Rail	Streetcar Light Rail	FrontRunner Commuter Rail	Express Bus	Ski Service
Base One-Way Fare <i>(Applicable to each trip)</i>	\$2.50	\$2.50	\$2.50	\$2.50 – \$9.70	\$5.00	\$5.00
Frontrunner Base Fare (includes 1 station)		Each Additional Station	Maximum Fare from Provo to Ogden			
\$2.50		\$.60	\$9.70			

Fares on the Base Fare Schedule change periodically, and these fares may change during the term of this Agreement. See UTA's website www.rideuta.com for additional information.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Monica Howe, Fares Director

TITLE:

Fare Agreement: Salt Lake Ski Super Pass - Amendment 4 - Term Extension (Visit Salt Lake)

AGENDA ITEM TYPE:

Service or Fare Approval

RECOMMENDATION:

Approve and authorize the Executive Director to execute the Salt Lake Ski Super Pass Agreement-Amendment Four with Visit Salt Lake.

BACKGROUND:

Visit Salt Lake, a Utah non-profit corporation, markets a Salt Lake Ski Super Pass ("Super Pass") to multiple tourism entities in the Salt Lake City area. The Super Pass is redeemable by the holder for an all-day ticket at: Snowbird Ski Resort, Alta Ski Area, Brighton Resort and Solitude Ski Resort. The Super Pass also includes UTA's Electronic Fare Collection "EFC" information, allowing the holder to ride transit to the resort (per the original contract with Visit Salt Lake approved by the Board of Trustees on November 10, 2021).

Entities promoting tourism sell the Super Pass as part of their travel/overnight lodging packages and Visit Salt Lake reimburses UTA for transit usage by the Super Pass holders monthly during the ski season. Visit Salt Lake is responsible for designing, producing, marketing, and distributing the Super Pass that includes UTA's Electronic Fare Collection "EFC" information within each pass. The Super Pass is only distributed to Providers and is not directly sold to the public.

To streamline the distribution process, patrons purchasing a Super Pass will first receive a voucher confirmation. This confirmation is valid fare on ski bus service and connecting UTA service for a single, initial trip to a resort. Once at a resort, vouchers shall be exchanged for a Super Pass.

Visit Salt Lake has paid UTA a daily rate of \$8.00 per day, per card tapped, which was a 20% discount off the

round-trip ski bus fare.

UTA and Visit Salt Lake entered into a Super Pass agreement in the 2021/22 season under contract 21-F0248. UTA and Visit Salt Lake extended the contract again by Amendment Three (3) in 2024 as approved by the Board of Trustees on December 18, 2024.

This agreement expires on November 30, 2025, and both parties desire to renew this agreement.

DISCUSSION:

Visit Salt Lake and UTA will partner together once again through Amendment Four (4) to the Salt Lake Ski Super Pass Agreement for the 2025/26 Ski Season. The term of this agreement is to reinstate for a new term effective December 1, 2025, and continue in full force until November 30, 2026. All other terms of the agreement, including pricing, will remain the same.

CONTRACT SUMMARY:

Contractor Name:	Visit Salt Lake
Contract Number:	Original Contract #21-F0248 Amendment #25-F28314
Base Contract Effective Dates:	November 15, 2021 - November 30, 2025
Extended Contract Dates:	December 1, 2025 - November 30, 2026
Existing Contract Value:	\$38,096
Amendment Amount:	\$7,000 estimated value
New/Total Contract Value:	\$45,096 estimated value
Procurement Method:	Non-Procurement Agreement
Budget Authority:	N/A

ALTERNATIVES:

Do not approve the contract with Visit Salt Lake and forego revenue received through the contract.

FISCAL IMPACT:

Revenue is estimated to be \$7,000 for the 2025-2026 Ski Season and is based on revenue received in previous years.

Total contract revenue from November 2021 through November 2026 is estimated to be approximately \$45,096.

ATTACHMENTS:

- Fare Agreement: Salt Lake Ski Super Pass: Amendment 4 - Term Extension (Visit Salt Lake)

UTA Contract Number #: 25-F28314

Amendment Four
of
VISIT SALT LAKE
AGREEMENT

This Amendment 4 to the Salt Lake Ski Super Pass Agreement (this “**Amendment**”) is entered into as of December 1, 2025 (the “**Amendment Effective Date**”) by and between Visit Salt Lake, a Utah non-profit organization (“Visit Salt Lake” or “Administrator”) and Utah Transit Authority, a public transit district organized under the laws of the State of Utah (“**UTA**”). Administrator and UTA are sometime referred to herein collectively as the “**Parties**” or individually as a “**Party**”.

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Administrator and UTA agree as follows:

- 1. **TERM.** This Agreement, which is due to expire on November 30, 2025, by this Amendment Four, is hereby extended for a new term effective December 1, 2025, and continuing in full force and effect until November 30, 2026.
- 2. All terms of the agreement except the Paragraph 11 (TERM) shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment as of the Amendment Effective Date.

VISIT SALT LAKE

By: Bart Blaisdell Date: 10/9/2025
DocuSigned by:
Name: *Bart Blaisdell*
A78B6B0A8253493...
Title: CFO

UTAH TRANSIT AUTHORITY

By: _____ Date: _____
Name: _____
Title: _____

By: _____ Date: _____
Name: _____
Title: _____

Signed by:
By: *D. James Morgan* Date: 10/14/2025
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Name: D. James Morgan
Title: Assistant Attorney General



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jared Scarbrough, Acting Chief Capital Services Officer
PRESENTER(S): Viola Miller, Chief Financial Officer
Jared Scarbrough, Acting Chief Capital Services Officer
Daniel Hofer, Director- Capital Programming and Support

TITLE:

2026-2030 Five-Year Capital Plan and 2026 Capital Budget - Proposed Revisions

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

For information and opportunity to provide feedback

BACKGROUND:

UTA's 5-year Capital Plan is required to be updated every year (UTA Board of Trustees Policy 2.1 Financial Management). The 5-Year Capital Plan includes all construction, capital improvements, major equipment purchases, and other special 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 Enterprise.

DISCUSSION:

During the last discussion, there were two feedback items: (1) Review project names and edit as needed for clarity, and (2) Include brief project descriptions. In the attached 2026-2030 Five-Year Capital Plan document, there is now a Project Overview section (Chapter 6) which contains a Project Key section identifying the project codes, as well as an updated list of project names, brief project descriptions, and the overall five-year

plan amount.

The updated plan document also includes Appendix A, the 2026-2030 Five Year Capital Plan Summary, which contains a breakdown of the information presented in the narrative in a consolidated table format.

Since the Board last reviewed the plan, staff has identified other changes needed to facilitate project completion during 2026 and beyond. Staff will present the revised 5-Year Capital Plan for 2026-2030 for Board information as well as highlight 2026 specifically. Information will include feedback and changes incorporated since the last discussion on September 24th.

ALTERNATIVES:

No alternatives. This discussion is responsive to Board of Trustees feedback.

FISCAL IMPACT:

The Five-Year Capital Plan sets financial expectations for the coming 2026-2030 period about how UTA will spend its funds. The Plan amount is \$1,069,129,000. This is made up of a combination of external funding sources such as federal or state partners, local entity partners, financing, or UTA funds. This plan contains \$277,267,000 in UTA funds.

ATTACHMENTS:

- UTA 2026-2030 5-Year Capital Plan



September 2025

FIVE-YEAR CAPITAL PLAN 2026-2030



Executive Summary

Five-Year Capital Plan: Investing in Utah's Transit Future



UTA's 2026-2030 Five-Year Capital Plan outlines a fiscally-constrained roadmap for serving Utah's traveling public by investing in critical transit infrastructure and maintaining system assets in a state of good repair. This plan promotes long-range financial planning and responsible stewardship of public funds.

PLAN PURPOSE

This plan guides UTA's annual capital budget and ensures continuity across multi-year projects. It provides the framework for identifying and prioritizing investments that enhance safety, meet legal and regulatory requirements, and advance [UTA's Strategic Plan](#). Annual updates allow UTA to refine cost estimates, adjust project timing, and align with evolving regional priorities.

\$1.07B

investment over five years to strengthen and expand transit infrastructure.



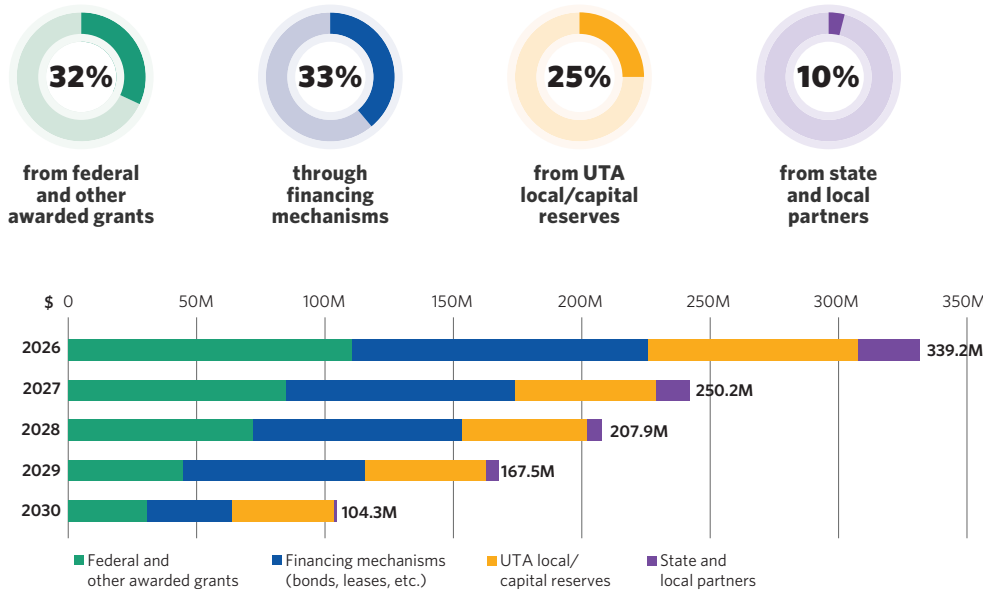
PLANNING AND PRIORITIZATION PROCESS

UTA's capital planning process produces a prioritized five-year project list aligned with strategic goals, legal requirements, and funding realities. Projects are proposed, reviewed, and refined to address mobility, safety, and State of Good Repair needs while ensuring alignment with long-term agency priorities and available resources. **The final plan balances immediate needs with long-term strategic goals and reflects a forward-looking investment strategy that is grounded in both practical and strategic needs.**



INVESTMENT OVERVIEW

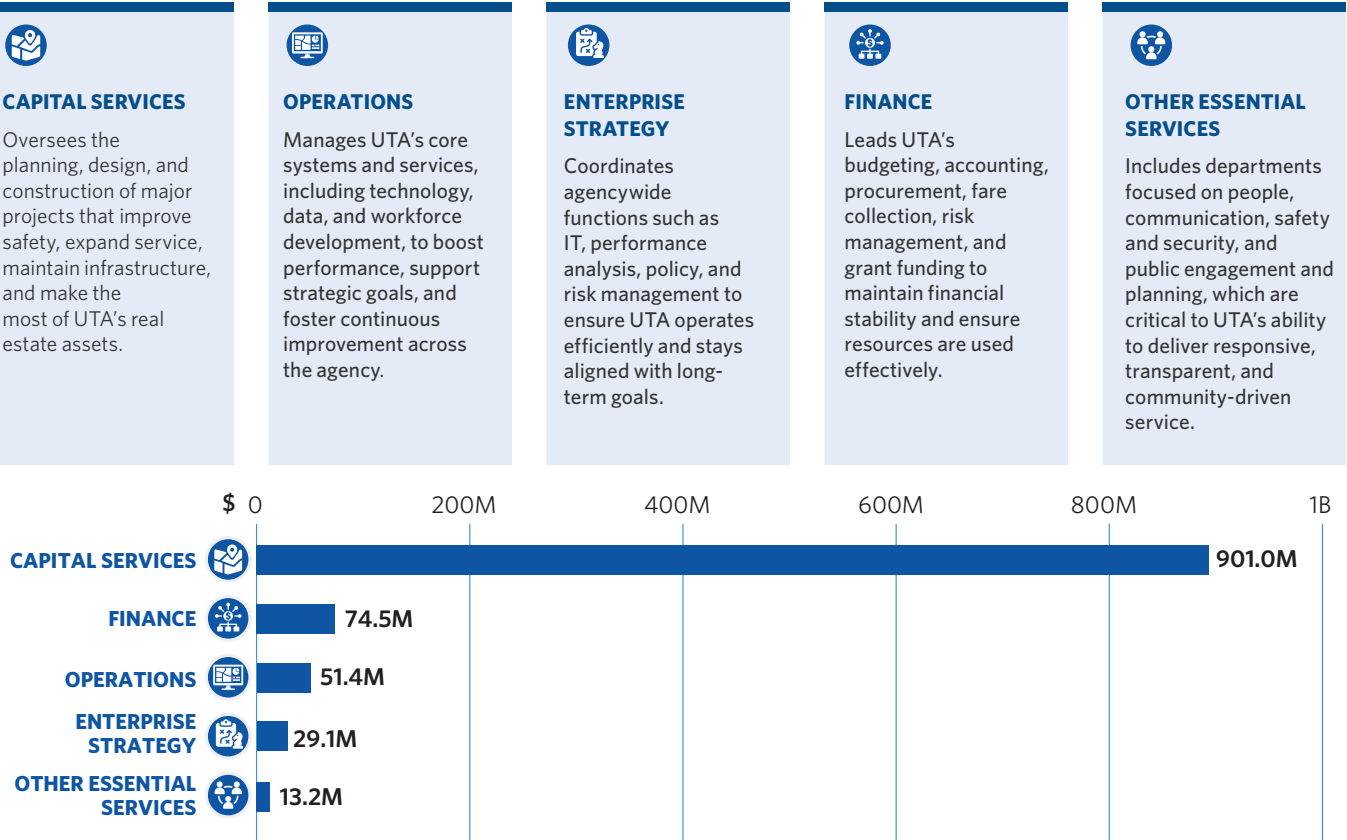
The 2026-2030 Plan represents **\$1.07B in capital investment over five years**, designed to maintain and expand Utah’s transit infrastructure through a mix of sources:



ANNUAL INVESTMENT HIGHLIGHTS:

- \$339.2M in 2026 (largest year of investment).
- A gradual tapering to \$104.3M by 2030 as large-scale projects reach completion.
- Capital spending is front-loaded with \$339.2 invested in 2026 to advance large-scale construction, followed by more moderate annual investments of \$250.2M-207.9M in 2027-2028, \$167.5M in 2029, and \$104.3M in 2030 as projects reach completion and focus shifts to ongoing maintenance and renewal.

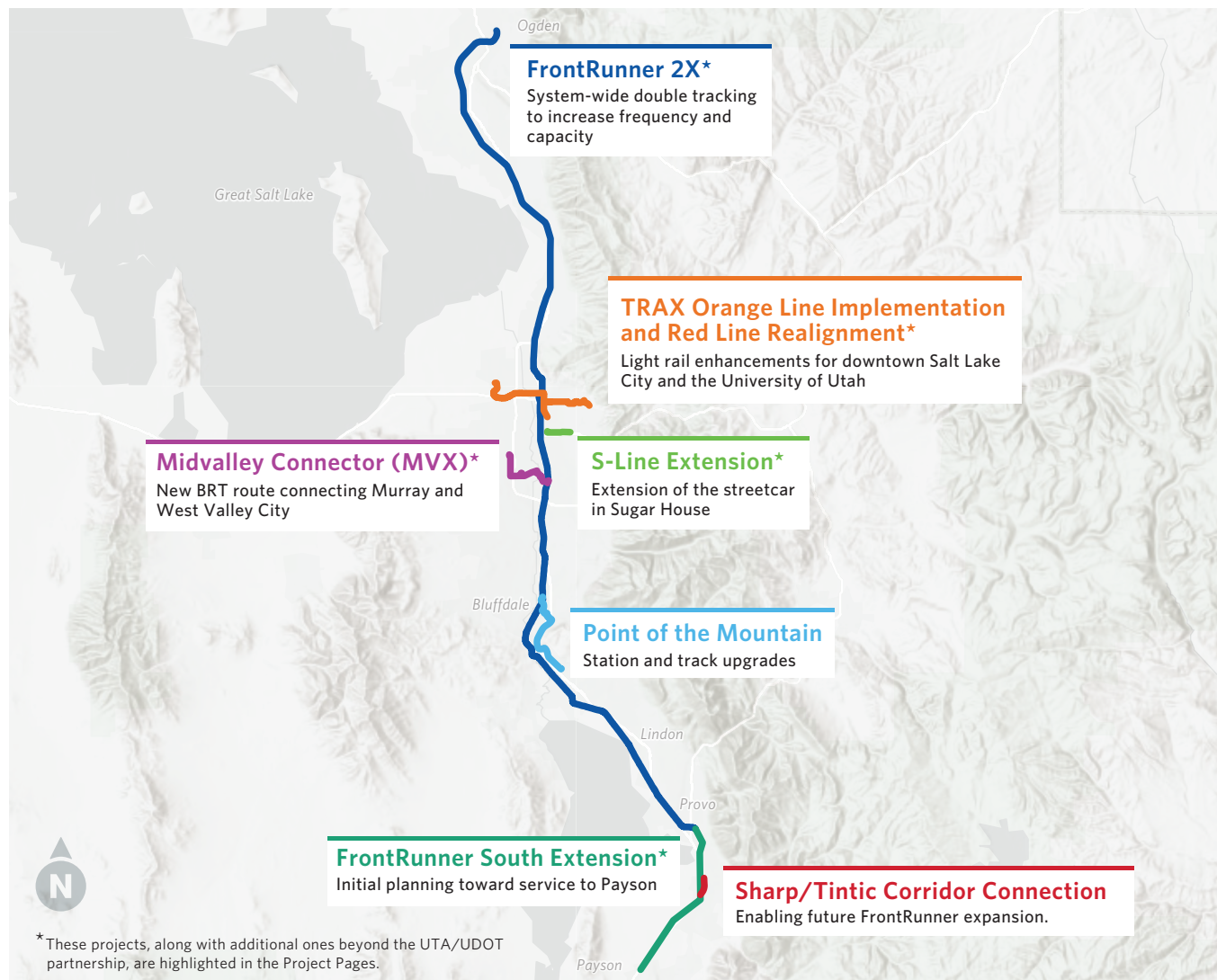
UTA’S CHIEF OFFICES & FUNDING ALLOCATION



UTA/UDOT PARTNERSHIP AND PROJECTS

The Utah Legislature has taken significant steps to strengthen the State's role in delivering major transit investments. In 2022, [HB322](#) designated the Utah Department of Transportation (UDOT) as the lead agency for delivering fixed guideway projects using state funds. This partnership was further reinforced in 2025 with the passage of [SB174](#), which designated UDOT as the lead agency for delivering fixed guideway projects regardless of funding source. UTA and UDOT continue to collaborate closely on high-impact projects, as seen on the map.

These projects represent the state's ongoing commitment to expanding transit options and leveraging public investment for regional growth and accessibility.



LOOKING AHEAD

UTA's Five-Year Capital Plan is a key tool for aligning today's investment decisions with tomorrow's transit needs. It supports regional transportation goals while remaining a reliable partner in delivering efficient and safe transit service for Utah residents. This plan strengthens UTA's ability to meet growing demand, build critical infrastructure, and support the state's continued population and economic growth through 2030 and beyond.



to DAYBREAK PARKWAY

To Daybreak Parkway 25 Min

1146A



UTA TRAX

26

1146A
UTA



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Chapter 1

Purpose of This Plan



The Five-Year Capital Plan (5YCP) is a strategic tool that guides UTA's capital investments over a five-year period. It helps ensure that resources are aligned with agency priorities, projects are delivered efficiently, and long-term infrastructure needs are responsibly managed.



KEY PURPOSES AND FEATURES OF THE 5YCP INCLUDE:

Annual Updates: The Plan is updated annually as part of UTA's budgeting process, in accordance with Board Policy No. 2.1: Financial Management. Each update ensures the plan remains fiscally constrained and supports the long-term health of the system by prioritizing a state of good repair, safe and reliable service, and cost-effective asset management.

As part of this process, new project requests are added and existing projects are refined with the latest information. This includes updates to project scope, cost estimates, schedules, and funding strategies to ensure the plan reflects current priorities and conditions.

Improved Accuracy Over Time: As projects move closer to implementation, cost estimates and funding sources become more precise, enabling smarter investment decisions.

Contract Authorization: Approval of the 5YCP grants UTA the authority to enter into contracts for multi-year capital projects.

Long-Term Financial Planning: A five-year outlook helps overcome the limitations of a one-year budget cycle, providing a clearer path for setting priorities and managing large, complex projects.

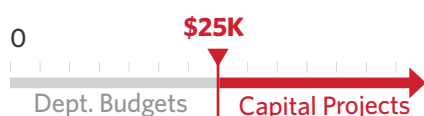
Regional Coordination: The 5YCP also supports regional planning efforts, serving as an input to transportation plans and funding strategies led by metropolitan planning organizations (MPOs).

DEFINITION OF CAPITAL PROJECTS

Capital projects are defined as all construction efforts, 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.

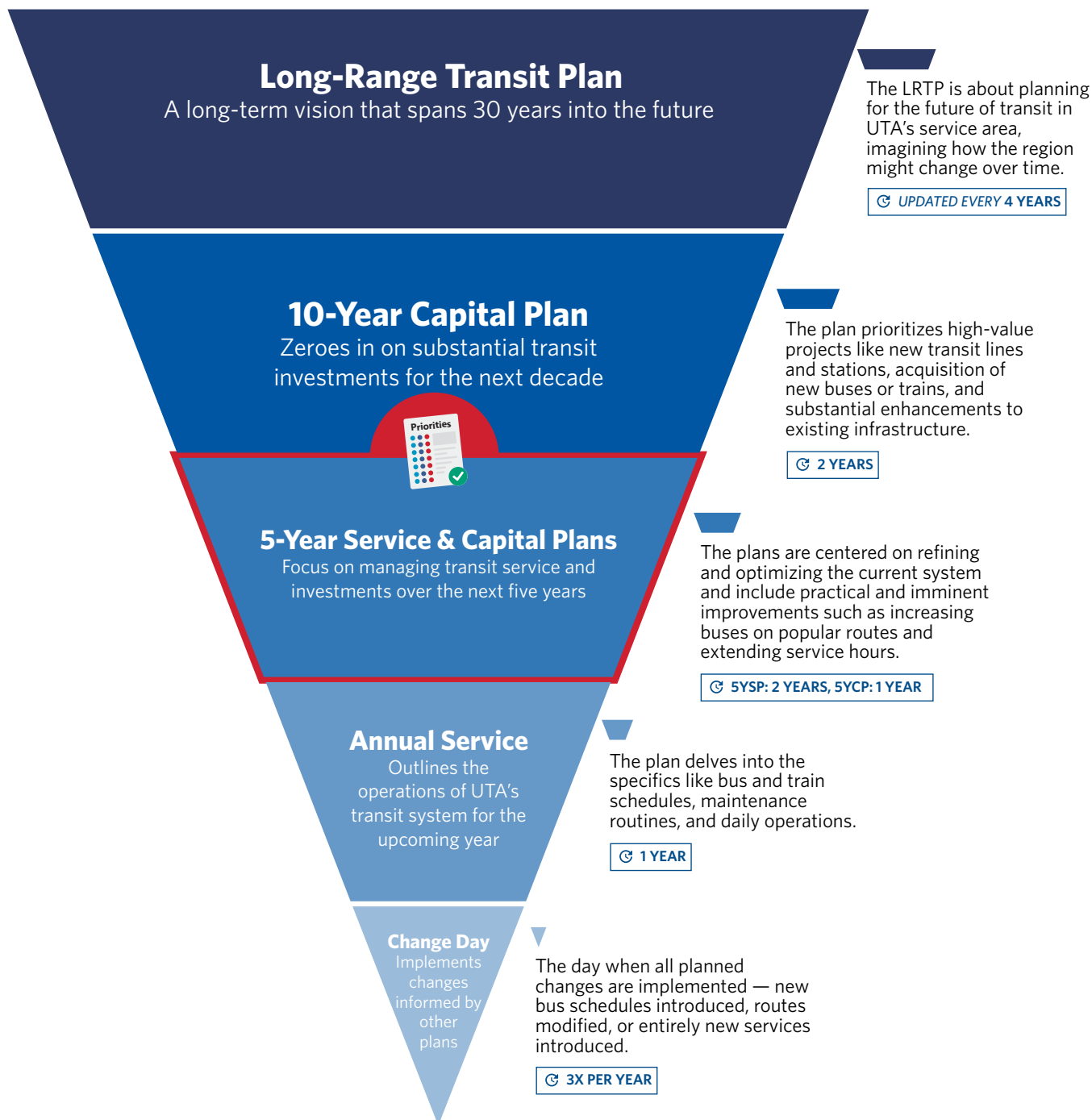
Examples of capital projects include:

- 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





How does the 5YCP fit into UTA's broader planning framework?



Chapter 2

Five-Year Capital Plan Development Process

The annual capital planning process results in a selection 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.

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.



PROJECT PRIORITIZATIONS

Completed project requests are compiled, prioritized, and discussed by Executives based on UTA's Strategic Goals and Objectives outlined below. The Executive team reviews each request and weighs it against these agency priorities. Projects with lower priority may be reduced in scope or deferred to future years as needed. Once the project list is finalized, a draft five-year plan is submitted to the Executive team for review. Requests are trimmed as necessary to align with anticipated five-year funding resources, which are based on committed or reasonably foreseeable funding sources.

Prioritization Considerations	 Previous Five-Year Plan Alignment Projects are evaluated based on how well they continue or build upon priorities established in the prior 2025-2029 Five-Year Capital Plan, ensuring continuity and consistency in long-term planning.	 Legal and Safety Requirements Priority is given to projects that address regulatory compliance or critical safety needs, aligning with UTA's responsibility to provide a secure and legally sound transit system.	 Delivery Potential Projects are assessed for their feasibility, readiness, and ability to be implemented within the five-year window, maximizing the effective use of available resources.
	 Moving Utahns to a Better Quality of Life 70% of Utah's population (and 75% of UTA's service area) resides within one-half mile of UTA's transit service, and the carbon footprint of UTA vehicles and facilities is reduced by 25%	 Exceeding Customer Expectations Achieve a 45% increase in UTA's Net Promoter Score (How likely would you be to recommend UTA to your friends and family?)	 Achieving Organizational Excellence Receive industry recognition for operating a dynamic and forward-thinking public enterprise
	 Building Community Support More than 100 actively engaged formal alliances and affinity groups telling their stories in ways that influence transit-friendly outcomes	 Generating Critical Economic Return Communities across the region and state recognize the economic value and positive return on investment that UTA provides statewide	

Chapter 3

Five-Year Capital Plan Project Pages



**Meadowbrook
Bus Charging
Infrastructure**



**Davis-SLC
Community
Connector**



Bus Stop Program



FrontRunner 2X



MX BRT



**TRAX Orange Line
Implementation
and Red Line
Realignment**



**S-Line Extension
and Double Tracking
(Sugar House
Business District)**



**5600 West Bus
Route (West Salt
Lake County)**



**FrontRunner
South Extension**



**Maintenance of
Way Training
Facilities**



**Utah County Park
& Ride (Eagle
Mountain and
Saratoga Springs)**



**TRAX Forward
Program**



**Bus Procurement
and Replacement
Program**



**Light Rail Vehicle
Replacement**



**FrontRunner
Vehicle
Rehabilitation**



**Fare System
Replacement**



Meadowbrook Bus Charging Infrastructure

UTA is adding 10 electric bus charging stations at the Meadowbrook Service Center, which will be used for the opening of the all-electric MVX BRT route in 2026.

As a part of the Innovative Mobility program in UTA's 10-Year Capital Plan, the Meadowbrook Bus Charging Infrastructure project provides critical infrastructure to promote the electrification of UTA's current bus fleet. Bus electrification reduces emissions of pollutants like nitrogen oxides (NOx) and particulate matter (PM) improving air quality, while serving disadvantaged communities within Salt Lake County.

GOALS

- **Reduce harmful emissions** from buses while improving energy efficiency
- **Improve overall air quality** in the Salt Lake Valley
- **Ensure continued access** to public transportation networks in western Salt Lake County



Plug-in charging infrastructure



Overhead chargers



SCHEDULE

Anticipated In Service Date (Based On The MVX BRT Project Completion)

Fall 2026

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	TOTAL
FMA693 Meadowbrook Bus Charging Infrastructure	\$2.3M	-	-	\$2.3M



Davis-Salt Lake City Community Connector

UTA proposes to implement a 26-mile bus rapid transit project to connect communities in southern Davis County to northern Salt Lake County.

The new route will include 18 stations, transit signal priority, an end-of-line facility with electric bus charging infrastructure and operator amenities, and 18 battery electric buses. Building on the success of Routes 455 and 470, the Davis-Salt Lake City Community Connector will revitalize neighborhoods through better access to employment, entertainment, and recreation hubs. This project improves mobility within the corridor, aligning with broader transportation plans for the area.

GOALS

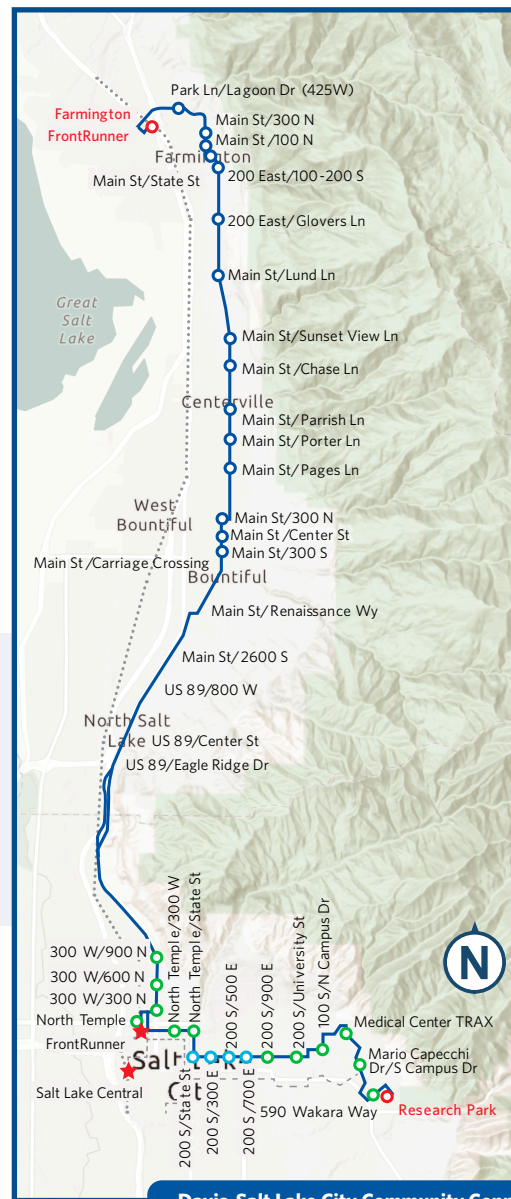
- **Provide mobility to under-served markets** and increase ridership to meet projected growth needs
- **Improve speed, reliability, and bus frequency**
- **Revitalize neighborhoods** along the corridor and improve air quality

SCHEDULE

Environmental and Preliminary Design Complete, FTA Small Starts Grant Submitted	2025
Construction	2026-2028
Route in Service	2029

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP202 Davis-SLC Community Connector	\$5M	\$21.6M	\$4.9M	\$1.4M	\$94K	\$33M



Davis-Salt Lake City Community Connector

- DSLC Proposed Route Alignment
- DSLC Proposed End-of-Line Facilities
- ★ FrontRunner Stations
- FrontRunner Line
- - - TRAX Line
- Existing Stations
- Salt Lake City-Improved Stations
- Proposed Stations



Bus Stop Program

As part of UTA Capital Plan's Customer Experience projects, UTA is beginning work to implement bus stop improvements at select stops across our service area.

The purpose of these improvements is to make stops accessible to all riders, including people with limited mobility. Enhancements will vary by location but typically include replacement of sidewalk panels and new concrete pads with the addition of shelters, benches, trash cans, bike racks, and lighting. Through bus stop improvements, UTA is investing in improving the riding experience systemwide, aligning with its Five-Year Service Plan.

GOALS

- **Improve accessibility** for people with disabilities using public transit
- **Provide optimal access** to destinations and neighborhoods along the bus routes
- **Optimize travel time** on the route by preventing excessive stopping

SCHEDULE

59 Bus Stops Constructed	2024
31 to Be Constructed (NP002), 43 to Be Constructed (SGR407)	2025
60 to Be Constructed (MSP301)	2026

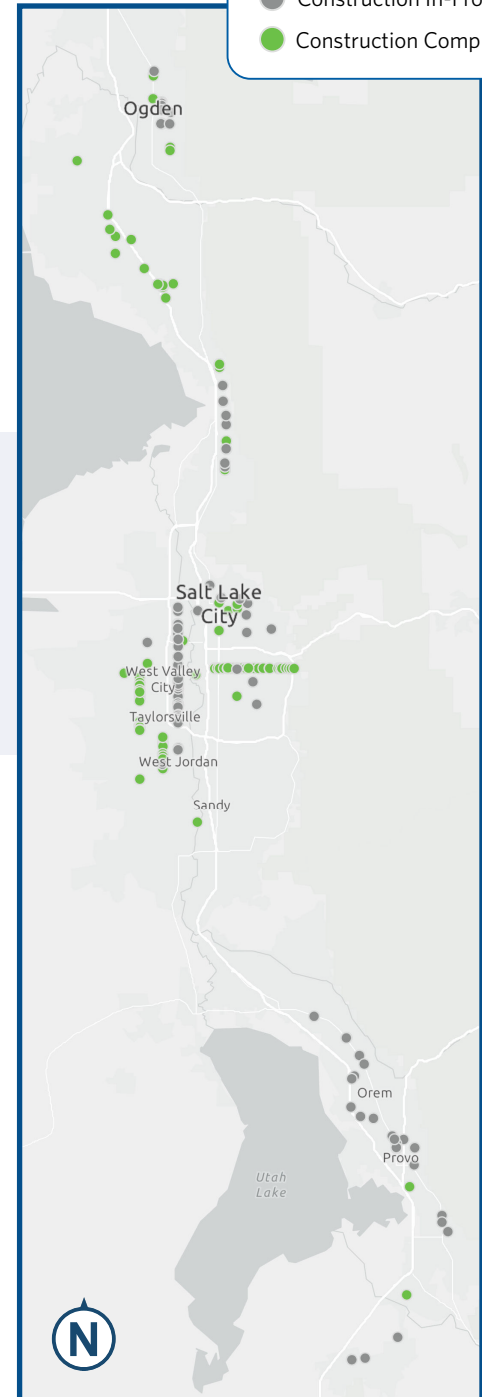
5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP301 Federal 5339 Grant Program- Bus Stop Construction	\$2.4M	-	-	-	-	\$2.4M
MSP324 Bus Stop Amenities	\$400K	\$1.6M	\$410K	\$10K	\$10K	\$2.4M
SGR407 Bus Stop Enhancements for ADA-compliance*	\$2.6M	\$3.2M	\$1.6M	\$1.6M	\$1.8M	\$10.7M

*Totals may not add up precisely due to rounding.

UTA Bus Stop Program

- Construction In-Progress
- Construction Completed





FrontRunner 2X

UTA and UDOT are expanding commuter rail service along the Wasatch Front to increase capacity and meet the growing transit demands.

This project will implement double tracking in 11 strategic locations, add one new station, realign track in one location, and add 10 new train sets along the FrontRunner line. These upgrades will cut wait times in half, and by 2050, travel times for FrontRunner are expected to outperform I-15 travel times. FrontRunner 2X is one of many projects in UTA's 10-Year Capital Plan to expand public transportation throughout its service area.

GOALS

- **Increase frequency** of service to every 15 minutes during peak hours and 30 minutes during non-peak hours
- **Enhance reliability** through greater train frequency
- **Improve mobility** by providing more transit options, reducing vehicle congestion



Project is managed by UDOT with support by UTA
frontrunner2x.utah.gov

SCHEDULE

Environmental Study, Design Selection, & Start of Preconstruction	2023-2024
Design, Preconstruction, Procurement, & Grant Approval	2025-2026
Construction, Manufacturing, & Delivery	2026-2029
Operation with 15-Minute Peak Service	2030

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP252 FrontRunner 2X*	\$6.9M	\$8.2M	\$2.7M	\$2.7M	-	\$20.4M

*Total may not add up precisely due to rounding.

FrontRunner 2X (FR2X)

- Existing Double Track
- FR2X Double Track
- FR2X Realignment
- Existing Single Track
- Existing Stations
- New Station





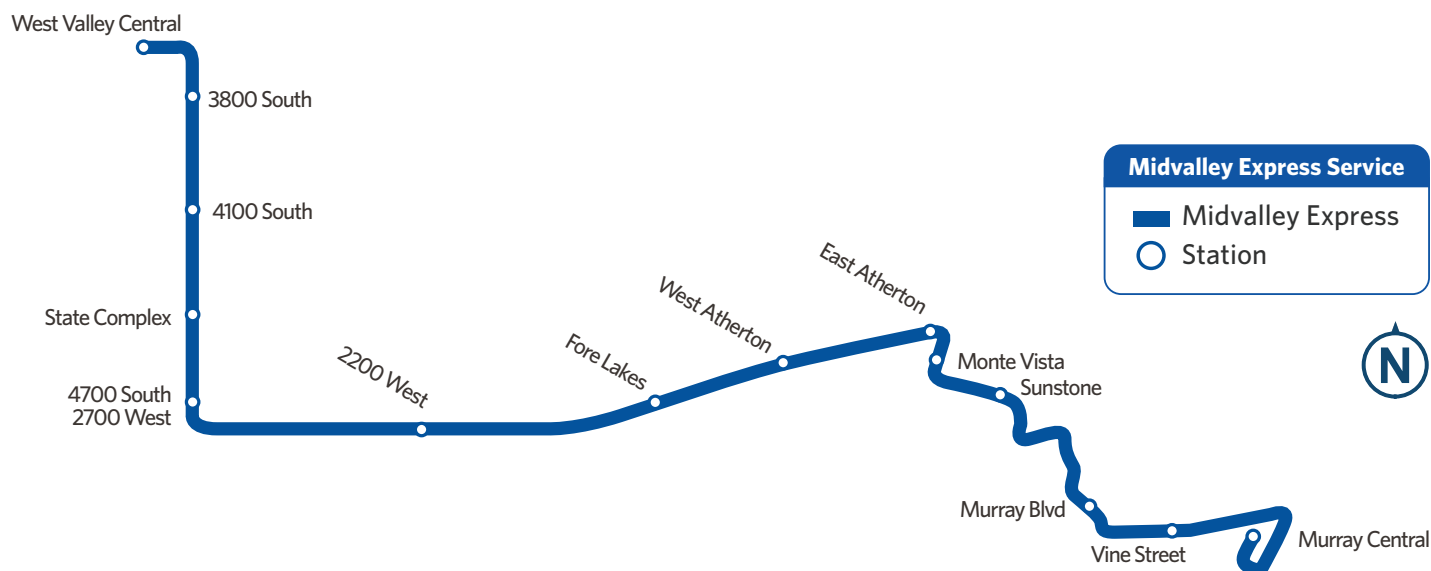
MVX BRT

UTA is developing the Midvalley Express (MVX), a bus rapid transit (BRT) route that will enhance east-west connection across communities in Murray, Taylorsville, and West Valley City.

The route is currently under construction and will be the third BRT route in UTA's system. The route will feature a designated bus lane on 4500/4700 South from Atherton Drive to Redwood Road, new sheltered bus stops, a fleet of 10 new electric buses, and 15-minute service. MVX will improve transit accessibility and frequency, connecting riders to their local destinations.

GOALS

- **Provide efficient and frequent transit** to destinations between Murray Central Station and West Valley Central Station
- **Strengthen local communities** by connecting riders to regional destinations and improving air quality
- **Satisfy transit demands** with rising populations and Salt Lake Community College student enrollment



SCHEDULE

Construction Starts	Spring 2024
Construction Ends	Fall 2026
Route in Service	2027



Project is managed by UDOT with support by UTA
rideuta.com/Current-Projects

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	TOTAL
MSP253 Midvalley Connector	\$31.7M	\$3.7M	-	-	\$35.4M

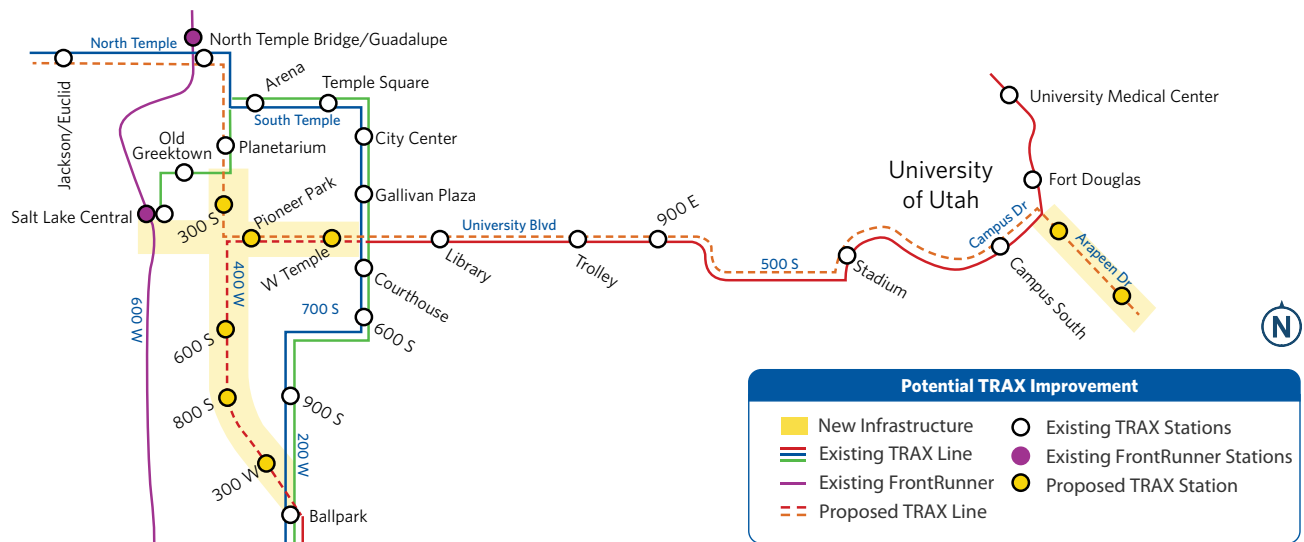
TRAX Orange Line Implementation and Red Line Realignment

Based on the 2025 TechLink TRAX Study, UTA is planning a realignment of the TRAX Red Line through the Granary District and the development of a new Orange Line connecting the University of Utah Research Park to Salt Lake City International Airport.

The new proposal was developed based on community input, environmental considerations, and the need to maximize operational efficiency, among other factors. The proposed projects would improve connectivity between economically vital areas and provide more transit options to westside residents.

GOALS

- **Enhance mobility** between emerging areas of economic development and innovation
- **Provide sustainable and reliable mobility options** for all residents of the Salt Lake Valley, including disadvantaged populations
- **Improve TRAX operational reliability** and capacity to meet rising transportation demands



SCHEDULE

Study Completed

January 2025

Future Studies

TBD (Funding Dependent)

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP254 TechLink	\$100K	\$100K	\$100K	\$100K	\$100K	\$500K (Study Only)



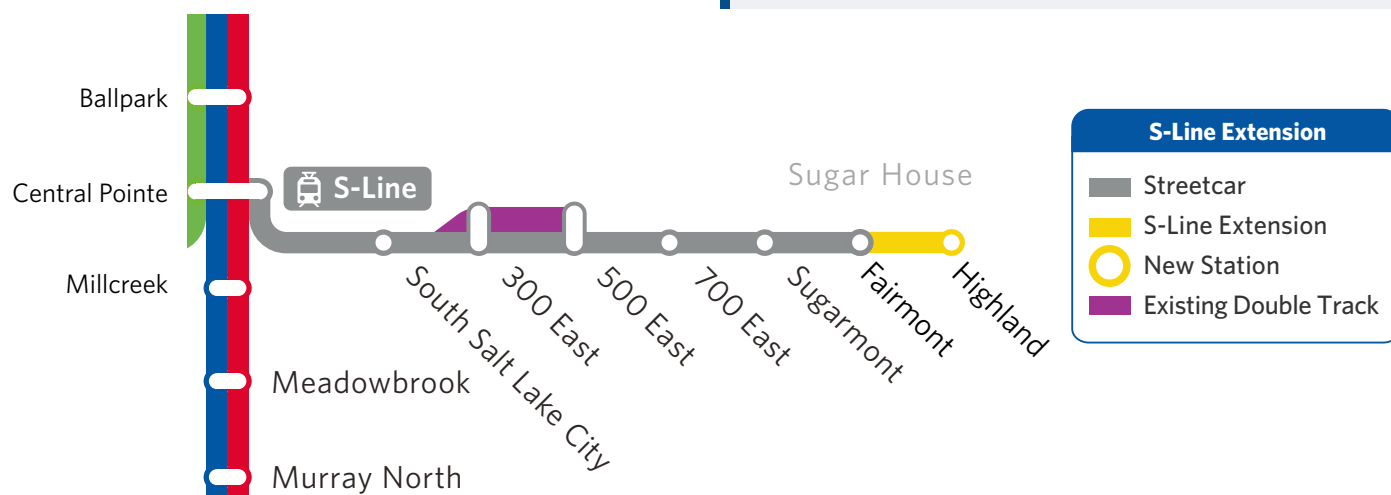
S-Line Extension and Double Tracking (Sugar House Business District)

UTA, in collaboration with Salt Lake City and UDOT, is extending the S-Line from the end of the line at Fairmont Station to the heart of the Sugar House business district at Highland Drive.

This project will also add double tracking to the S-Line to help maintain reliability and operational performance. Service is expected to begin summer 2026.

GOALS

- **Support economic development** and serve the growing population
- **Enhance reliable transportation** to the Sugar House business district
- **Provide an alternative to vehicle traffic**
- **Improve connection to Sugar House**



SCHEDULE

Final Design of Extension	Spring 2025
Construction	Summer 2025 to Spring 2026
Service Begins	Summer 2026

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	TOTAL
MSP259 S-Line Extension	\$30.1M	\$1.3M	\$31.4M



Project is in collaboration
with Salt Lake City and UDOT

rideuta.com/Current-Projects



5600 West Bus Route (West Salt Lake County)

UTA, in partnership with UDOT, has initiated an expansion of bus service in the west side of Salt Lake County, covering the cities of Salt Lake, West Valley, West Jordan, and Kearns.

The state population is projected to double by 2050, with current and future growth occurring on the west side of the county. This project is the selected transit alternative for UDOT's Mountain View Corridor project and has been identified in the UTA Five-Year Service Plan to address the future growth of west Salt Lake County.

GOALS

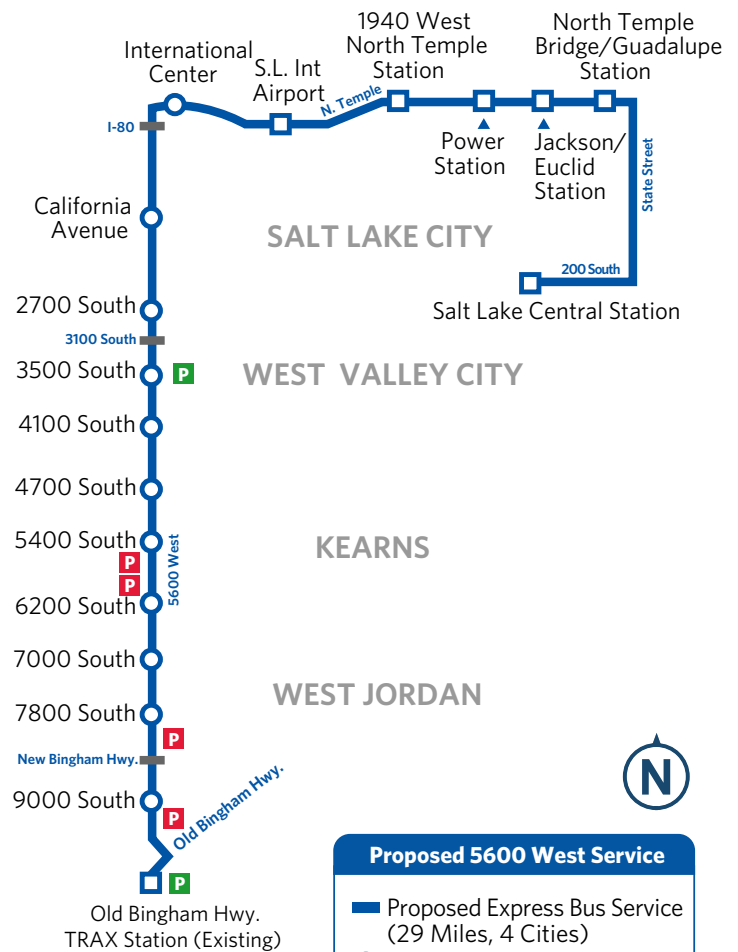
- **Increase UTA services** for the growing population of west Salt Lake County
- **Improve regional mobility** by reducing roadway congestion and supporting increased transit availability
- **Connect west Salt Lake County** with more access to major employment centers

SCHEDULE

Environmental/Preliminary Design	Fall 2023-Spring 2024
Final Design	Fall 2024-Fall 2025
Construction	Winter 2026-Fall 2027
Revenue Service – Scheduled Completion	Spring 2028

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	TOTAL
MSP260 5600 West Bus Route	\$3.2M	\$17M	\$1.5M	\$21.7M



Project is managed by UDOT with support by UTA
rideuta.com/Current-Projects

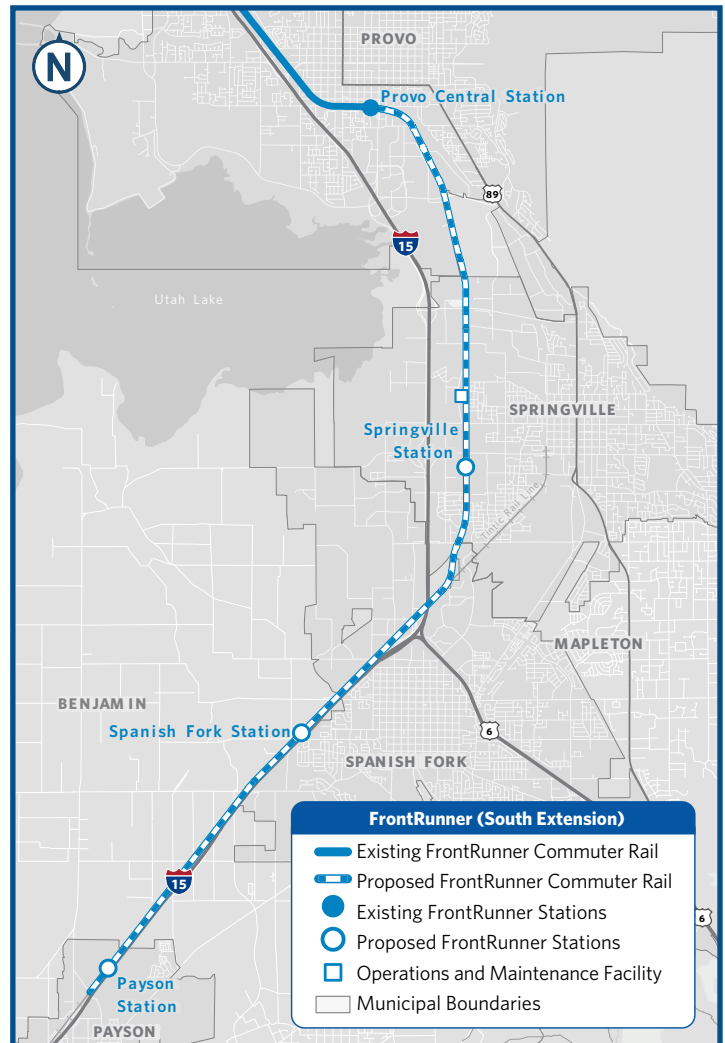
FrontRunner South Extension

UTA is planning to extend FrontRunner commuter rail service from Provo to Payson, including new stations proposed in Springville and Spanish Fork.

This extension was identified in the South Valley Transit Study completed in 2022 and aims to improve regional connectivity in southern Utah County. The current phase of the project includes environmental review under the National Environmental Policy Act (NEPA) and preliminary design. While there is currently no funding or timeline for final design, this project represents a key step toward expanding commuter rail access to growing communities along the Wasatch Front.

GOALS

- **Expand commuter rail access** to support population and employment growth in southern Utah County
- **Improve regional mobility** and reduce roadway congestion by offering a reliable transit alternative
- **Establish a foundation for future investment** in sustainable transportation infrastructure through environmental review and preliminary design



SCHEDULE

Project Refinement	Spring 2024
Early Scoping	Summer-Winter 2024
Preliminary Design/Environmental	Spring 2025-2026
Final Design	TBD

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP264 FrontRunner South Extension	\$2.3M	\$300K	\$300K	\$300K	-	\$3.2M



Project is managed by UDOT with support by UTA
frontrunner2x.utah.gov



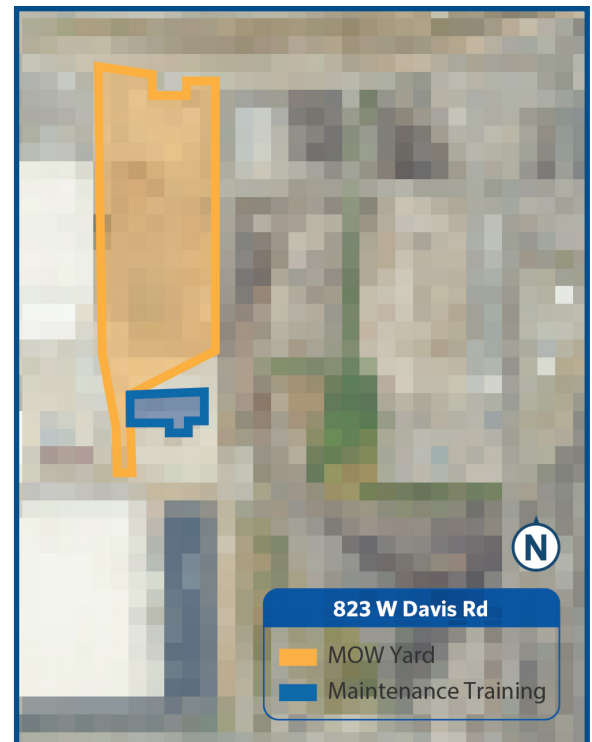
Maintenance of Way Training Facilities

This project will remodel an existing facility to establish the Transit Technical Education Center (TTEC), a centralized hub for all UTA apprenticeship programs.

TTEC will support training in Bus, Light Rail, Commuter Rail, Maintenance of Way, Facilities, HVAC, and Body Shop apprenticeship. The remodeled building will include four modern classrooms, three full-size bus bays, and an external classroom. An adjacent Maintenance of Way (MOW) training yard will replicate real-world UTA rail conditions, providing a safe, purpose-built environment for developing safety-sensitive competencies. TTEC will ensure apprentices and students receive consistent, immersive, and high-quality training that prepares them for success in their chosen field.

GOALS

- **Create a dedicated, centralized training facility** that supports the current and future needs of UTA's apprenticeship programs across all maintenance disciplines
- **Provide a safe, hands-on learning environment** that mirrors real-world transit operations, including rail alignment and vehicle systems
- **Equip the facility** with state-of-the-art tools, training modules, and instructional spaces to enable vendor, technical, and regulatory compliance training



SCHEDULE

Construction	2025-2026
Opening	Fall 2026

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	TOTAL
MSP267 New Maintenance Training Facility	\$7.3M	-	-	\$7.3M
MSP271 Maintenance of Way Department Training Yard	\$2.5M	-	-	\$2.5M



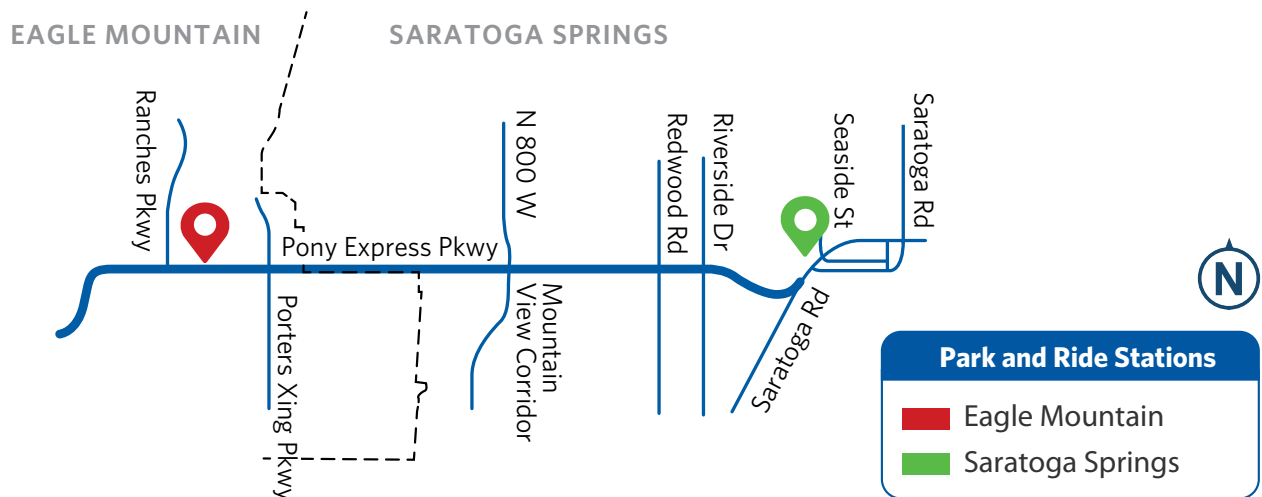
Utah County Park & Ride (Eagle Mountain and Saratoga Springs)

UTA is designing two park and ride lots in Utah County: one in Eagle Mountain and one in Saratoga Springs.

Positioned along the 860 bus route, these two park and ride lots provide enhanced access to residents in the area to connect to the FrontRunner commuter rail service. These park and ride lots are expected to be completed in summer of 2025 (Eagle Mountain) and spring of 2026 (Saratoga Springs).

GOALS

- **Increase UTA services** for the growing population of Utah County
- **Improve regional mobility** by reducing roadway congestion and supporting increased transit availability
- **Connect west Utah County** with more access to transit connections



SCHEDULE

Eagle Mountain Preliminary Design	Spring 2024-Spring 2025
Eagle Mountain Final Design	Spring 2025-Summer 2025
Eagle Mountain Construction	Fall 2025-Spring 2026
Saratoga Springs Final Design	Spring 2024-Early 2025
Saratoga Springs Construction	Spring 2025-Summer 2025

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	TOTAL
MSP286 Utah County Park & Ride Lots (x2)	\$3.2M	-	\$3.2M



TRAX Forward Program

TRAX Forward is a unified term that encompasses UTA's ongoing TRAX improvements and modernization projects.

This multi-project effort incorporates a realignment of the TRAX Red Line, the targeted creation of a TRAX Orange Line, the expansion of late night and early morning service, an extension of the S-Line streetcar, light rail fleet rehabilitation and replacement, platform improvements (including ADA accessibility measures), safety infrastructure upgrades, and train-to-train communication systems replacements. As the Salt Lake Valley continues to grow and evolve, TRAX Forward provides a vision for sustainable, desirable, and efficient light rail transportation options that meet community needs.

GOALS

- **Adapt UTA's light rail system** to evolving travel patterns and technological progressions
- **Combat wear and tear** from extreme summer and winter weather to ensure greater reliability, safety, and efficiency year-round
- **Enhance the interface** between light rail and other modes of transportation, ensuring a seamless travel experience for all



SCHEDULE

Varies by Project

As Required

For more information on TRAX projects, visit rideuta.com/Current-Projects/TRAX-Forward

5-YEAR CAPITAL COST*

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP320 TRAX Forward	\$100K	\$100K	\$100K	\$100K	\$100K	\$500K

**Projected funding for high-level management of program, does not include actual funding for individual projects.*

Bus Procurement and Replacement Program

UTA is undertaking a comprehensive, ongoing initiative to modernize its public transit fleet, including both standard buses and on-demand paratransit vehicles.

Each year, a set number of aging buses are retired and replaced with newer, more efficient models to ensure that transit services remain reliable, safe, environmentally responsible, and comfortable for passengers. As part of this broader effort, the Paratransit Vehicle Replacement Project focuses on enhancing accessibility and the rider experience for individuals who rely on specialized transit services. This project introduces modern, low-floor paratransit vehicles that eliminate the need for traditional lifts, making boarding faster, safer, and more convenient for passengers with mobility challenges.

GOALS

- **Reinforce UTA's commitment** to providing inclusive and accessible transportation for all riders
- **Modernize vehicles**, reducing maintenance costs, improving fuel efficiency, and increasing safety
- **Transition to low-floor vehicles** to improve accessibility and convenience for riders
- **Incorporate emissions control technologies** to reduce the environmental impacts of UTA vehicles



Model 1 ABROC vehicle



New Gillig 40' Battery-Electric Bus

SCHEDULE

Paratransit Bus Replacement
Bus Procurement and Replacement

2026
On-going Initiative

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
REV209 Paratransit Bus Replacement*	\$16.6M	\$9M	\$8.1M	-	-	\$33.8M
REV211 Revenue Bus Replacement*	\$16.6M	\$24.9M	\$13.9M	\$25.6M	\$22.9M	\$103.8M
REV243 - Low/No CNG Bus Procurement	\$1K	\$21.3M	-	-	-	\$21.3M

*Totals may not add up precisely due to rounding.



Light Rail Vehicle Replacement

UTA's TRAX system has operated Siemens SD100 and SD160 light rail vehicles (LRV) since 1999 and 2001, respectively, but is now overhauling and replacing them with new Stadler CITYLINK light rail trainsets.

The SD100 and SD160 LRVs had high floors, requiring passengers to climb steep steps or use long switchback wheelchair ramps in order to enter. The new vehicles feature low-floor boarding, while also being compatible with existing track and station infrastructure. By eliminating the need for steps and ramps, the new LRVs make boarding safer, faster, and more inclusive. These efforts help advance UTA's goals of comfort, reliability, and accessibility for all passengers.

GOALS

- **Improve accessibility** by eliminating high block loading platforms, enabling operation of new/existing fleet
- **Ensure safety** of TRAX passengers by replacing critical vehicle components
- **Provide a comfortable and reliable experience for all riders**



SCHEDULE

Production	2025-2026
LRV Delivery - Scheduled Completion	2027
Revenue Service - Scheduled Completion	2028

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
REV238 SD100/SD160 Light Rail Vehicle Replacement	\$54.3M	\$18.8M	\$68.2M	\$40.7M	\$4.7M	\$186.7M



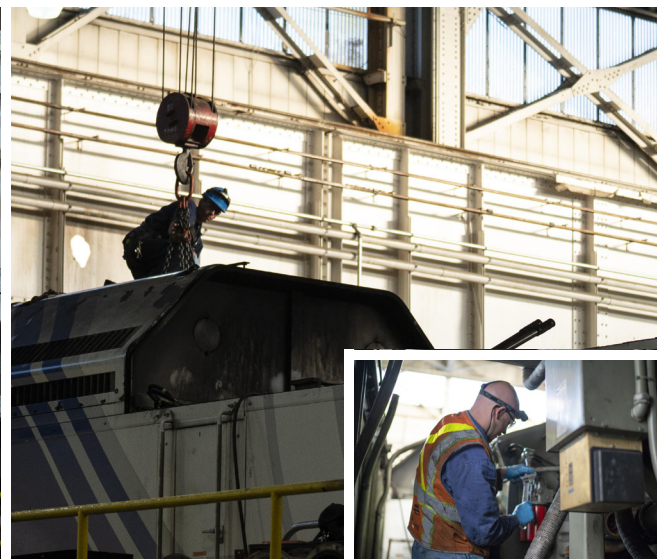

FrontRunner Vehicle Rehabilitation

In order to support the transit needs of rapidly expanding communities along the Wasatch Front, UTA is overhauling its FrontRunner commuter rail vehicles.

This project will overhaul the interior and mechanical components of UTA's 38 bi-level passenger cars and 18 locomotives, upgrading aging parts with improved components. The overhauled trains will ensure passenger comfort, accessibility, reliability, and safety

GOALS

- **Reduce train maintenance and fuel costs** by replacing aging vehicles with modern alternatives
- **Improve reliability** through avoiding maintenance-related delays
- **Enhance passenger comfort** with new interior train designs



SCHEDULE

Train Procurement	2025-2026
Manufacturing, Delivery, and Testing	2026-2029
Operations Begin	2030



Project is managed by UDOT with support by UTA
frontrunner2x.utah.gov

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
SGR391 Commuter Rail Vehicle Rehab	\$3M	\$8.5M	\$20M	\$15M	\$15M	\$61.5M



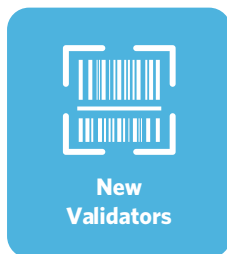
Fare System Replacement

UTA Fares Systems Replacement Program aims to simplify payment for all riders by updating existing hardware used to validate transit fares.

This project will also streamline and integrate all independent fare systems into one intuitive and innovative platform. Ticket vending machines are already installed, while ticket validators will be operational by the end of 2025, and planning for future features, such as open payment and mobile fare options, is currently in early stages.

GOALS

- Retire old, less efficient ticketing systems
- Take advantage of new technology by updating UTA ticketing
- Simplify fare payment for all riders



SCHEDULE

Replace all Ticket Vending Machines	August-November 2024 (Complete)
Replace the Validators on Buses and at Rail Stations	Fall 2024-July 2025
Replace the Multi-Platform Systems with one Integrated Fare Payment Platform	Fall 2024-December 2025
Complete all the System Integration Activities leading to Final System Acceptance	Early 2025-July 2025

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
ICI222 Fares Systems Replacement Program	\$10.2M	-	-	-	-	\$10.2M

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Chapter 4

Five-Year Capital Plan Program Pages



The 2026–2030 capital requests have been compiled into a new Five-Year Capital Plan. The plan includes year-by-year tables in year-of-expenditure dollars, along with five-year summaries by project type and funding source.

The following pages provides a detailed list of proposed projects, including annual and five-year budgets, anticipated funding contributions, and the required UTA funding for each project.

The proposed 2026 capital budget will be incorporated into UTA's overall 2026 annual budget. Any new or unforeseen needs that arise during the year will be addressed through budget adjustments or amendments as appropriate.

The capital plan and budget is organized and presented by each Chief Office, with projects grouped under the office responsible for their management.

SYCP PROGRAM PAGES BY CHIEF OFFICE



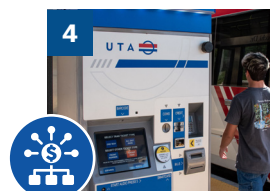
Capital Services



Enterprise Strategy



Executive Director (Safety)



Finance



Operations



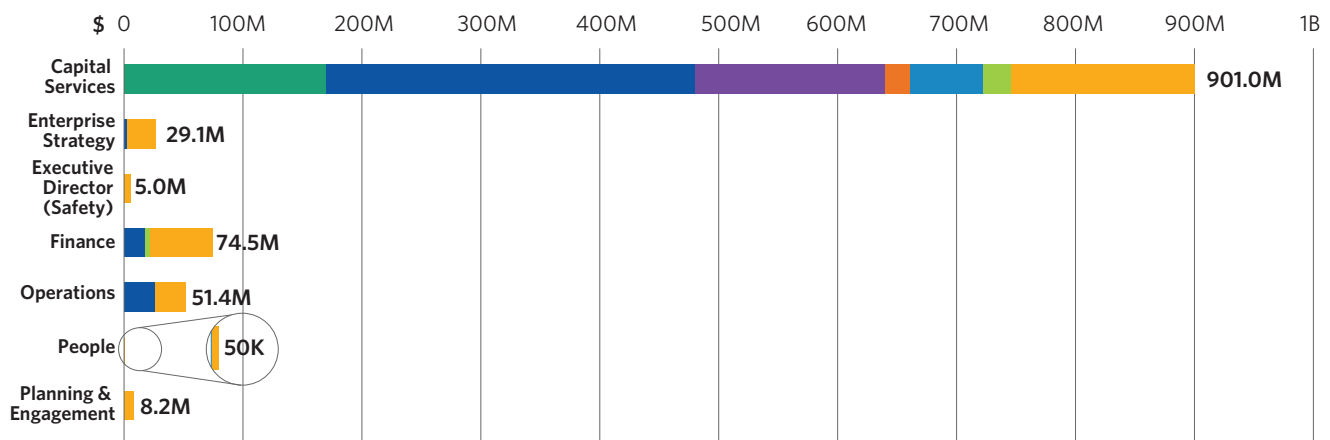
People



Planning & Engagement

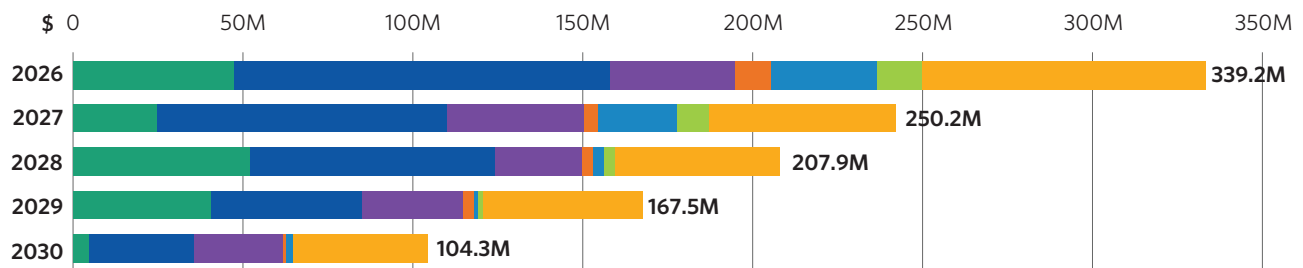
PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY PROGRAM CATEGORY

CHIEF OFFICE	Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	900,968,000	169,704,000	296,297,000	158,799,000	30,664,000	61,080,000	23,527,000	160,897,000
Enterprise Strategy	29,066,000	-	4,160,000	-	-	-	-	24,906,000
Executive Director (Safety)	5,012,000	-	-	-	-	-	-	5,012,000
Finance	74,488,000	-	18,174,000	-	-	-	3,826,000	52,488,000
Operations	51,382,000	-	25,631,000	-	-	-	-	25,751,000
People	50,000	-	-	-	-	-	-	50,000
Planning & Engagement	8,163,000	-	-	-	-	-	-	8,163,000
Grand Total	1,069,129,000	169,704,000	344,262,000	158,799,000	30,664,000	61,080,000	27,353,000	277,267,000



PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY YEAR

YEAR	Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
2026	339,213,000	47,285,000	111,703,000	36,714,000	14,622,000	31,050,000	13,478,000	84,361,000
2027	250,224,000	24,915,000	85,090,000	40,556,000	8,856,000	23,380,000	9,300,000	58,127,000
2028	207,932,000	52,117,000	72,102,000	25,528,000	3,093,000	3,525,000	3,033,000	48,534,000
2029	167,506,000	40,697,000	44,456,000	29,640,000	3,393,000	974,000	1,521,000	46,825,000
2030	104,254,000	4,690,000	30,911,000	26,361,000	700,000	2,151,000	21,000	39,420,000
Grand Total	1,069,129,000	169,704,000	344,262,000	158,799,000	30,664,000	61,080,000	27,353,000	277,267,000



PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY PROGRAM CATEGORY PER YEAR

2026

CHIEF OFFICE	2026 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	276,763,000	47,285,000	88,086,000	36,714,000	14,622,000	31,050,000	9,652,000	49,354,000
Enterprise Strategy	17,051,000	-	4,160,000	-	-	-	-	12,891,000
Executive Director (Safety)	1,485,000	-	-	-	-	-	-	1,485,000
Finance	32,646,000	-	16,589,000	-	-	-	3,826,000	12,231,000
Operations	8,974,000	-	2,868,000	-	-	-	-	6,106,000
People	50,000	-	-	-	-	-	-	50,000
Planning & Engagement	2,244,000	-	-	-	-	-	-	2,244,000
Grand Total	339,213,000	47,285,000	111,703,000	36,714,000	14,622,000	31,050,000	13,478,000	84,361,000

2027

CHIEF OFFICE	2027 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	219,471,000	24,915,000	78,076,000	40,556,000	8,856,000	23,380,000	9,300,000	34,388,000
Enterprise Strategy	2,555,000	-	-	-	-	-	-	2,555,000
Executive Director (Safety)	843,000	-	-	-	-	-	-	843,000
Finance	10,518,000	-	395,000	-	-	-	-	10,123,000
Operations	15,328,000	-	6,619,000	-	-	-	-	8,709,000
People	-	-	-	-	-	-	-	-
Planning & Engagement	1,509,000	-	-	-	-	-	-	1,509,000
Grand Total	250,224,000	24,915,000	85,090,000	40,556,000	8,856,000	23,380,000	9,300,000	58,127,000

2028

CHIEF OFFICE	2028 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	180,425,000	52,117,000	64,457,000	25,528,000	3,093,000	3,525,000	3,033,000	28,672,000
Enterprise Strategy	3,435,000	-	-	-	-	-	-	3,435,000
Executive Director (Safety)	907,000	-	-	-	-	-	-	907,000
Finance	10,445,000	-	405,000	-	-	-	-	10,040,000
Operations	11,200,000	-	7,240,000	-	-	-	-	3,960,000
People	-	-	-	-	-	-	-	-
Planning & Engagement	1,520,000	-	-	-	-	-	-	1,520,000
Grand Total	207,932,000	52,117,000	72,102,000	25,528,000	3,093,000	3,525,000	3,033,000	48,534,000

PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY PROGRAM CATEGORY PER YEAR

2029

CHIEF OFFICE	2029 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	142,615,000	40,697,000	38,617,000	29,640,000	3,393,000	974,000	1,521,000	27,773,000
Enterprise Strategy	2,875,000	-	-	-	-	-	-	2,875,000
Executive Director (Safety)	1,007,000	-	-	-	-	-	-	1,007,000
Finance	10,484,000	-	415,000	-	-	-	-	10,069,000
Operations	9,080,000	-	5,424,000	-	-	-	-	3,656,000
People	-	-	-	-	-	-	-	-
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000
Grand Total	167,506,000	40,697,000	44,456,000	29,640,000	3,393,000	974,000	1,521,000	46,825,000

2030

CHIEF OFFICE	2030 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	81,694,000	4,690,000	27,061,000	26,361,000	700,000	2,151,000	21,000	20,710,000
Enterprise Strategy	3,150,000	-	-	-	-	-	-	3,150,000
Executive Director (Safety)	770,000	-	-	-	-	-	-	770,000
Finance	10,395,000	-	370,000	-	-	-	-	10,025,000
Operations	6,800,000	-	3,480,000	-	-	-	-	3,320,000
People	-	-	-	-	-	-	-	-
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000
Grand Total	104,254,000	4,690,000	30,911,000	26,361,000	700,000	2,151,000	21,000	39,420,000

Capital Services

Oversees the planning, design, and construction of major projects that improve safety, expand service, maintain infrastructure, meet regulatory requirements, and make the most of UTA's real estate assets.

5-Year Capital Plan (SYCP)
Fiscally Constrained
FY2026-2030

\$901M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Totals by Fiscal Year	276,763,000	219,471,000	180,425,000	142,615,000	81,694,000	900,968,000
FMA516 - Corridor Fencing	50,000	50,000	50,000	50,000	50,000	250,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	1,040,000	540,000	500,000	500,000	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	-	-	-	2,010,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	589,000	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
FMA700 - Elevator Replacements- Farmington Station	-	50,000	600,000	-	-	650,000
FMA701 - Escalators Replacement- North Temple Station	400,000	4,250,000	-	-	-	4,250,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
MSP132 - Internal Project Control System Tech Support	35,000	35,000	35,000	35,000	35,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	500,000	-	-	2,500,000
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	-	-	-	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	-	4,800,000

Capital Services (cont.)

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	21,618,000	4,860,000	1,415,000	94,000	32,987,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	70,000	70,000	-	-	1,640,000
MSP216 - Point of the Mountain Transit	231,000	200,000	200,000	200,000	2,102,000	2,933,000
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	511,000	10,000	10,000	10,000	1,052,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	6,856,000	8,156,000	2,693,000	2,693,000	-	20,398,000
MSP253 - MVX BRT	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP258 - Mt Ogden Administration Building	11,062,000	15,500,000	2,738,000	-	-	29,300,000
MSP259 - S-Line Extension	30,086,000	1,285,000	-	-	-	31,371,000
MSP260 - 5600 West Bus Route	3,200,000	17,000,000	1,500,000	-	-	21,700,000
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	1,662,000	688,000	688,000	688,000	688,000	4,414,000
MSP264 - FrontRunner South Extension	2,300,000	300,000	300,000	300,000	-	3,200,000
MSP265 - Program Management Support	4,000,000	3,730,000	3,730,000	3,730,000	3,730,000	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	7,250,000
MSP271 - Maintenance of Way Department Training Yard	2,500,000	-	-	-	-	1,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	-	-	-	-	3,200,000
MSP287 - UVX BRT 900 East Station	212,000	-	-	-	-	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	-	-	-	-	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	300,000	300,000	-	300,000	300,000	1,200,000
MSP320- TRAX Forward	100,000	100,000	100,000	100,000	100,000	500,000
MSP324 - Bus Stop Amenities	400,000	1,600,000	410,000	10,000	10,000	2,430,000
MSP325 - 200 South-Phase III-Transit Signal Priority	1,285,000	2,785,000	428,000	-	-	4,498,000
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	-	-	-	11,000	87,000	98,000
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	11,000	94,000	105,000

Capital Services (cont.)

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	9,000	100,000	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	2,000,000	2,000,000	2,500,000	2,000,000	10,500,000
REV209 - Paratransit Bus Replacement	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Revenue Bus Replacement	16,580,000	24,857,000	13,888,000	25,640,000	22,861,000	103,826,000
REV224 - Bus Overhaul	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
REV232 - Van Pool Van Replacements	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	18,830,000	68,153,000	40,697,000	4,690,000	186,692,000
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Non-Revenue Specialty Vehicle Replacement	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
REV243 - Low/No CNG Bus Procurement	1,000	21,309,000	-	-	-	21,310,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	1,000	3,406,000	-	3,407,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,050,000	1,200,000	1,050,000	-	-	3,300,000
SGR040 - Light Rail Vehicle Overhaul Program	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - Light Rail Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Locomotive Engine Overhaul	2,800,000	-	-	-	-	2,800,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	460,000	500,000	520,000	540,000	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	2,250,000	3,250,000	5,100,000	1,250,000	18,100,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab	3,000,000	8,500,000	20,000,000	15,000,000	15,000,000	61,500,000
SGR393 - Grade Crossing Replacement Program	2,000,000	2,500,000	2,500,000	2,500,000	2,500,000	12,000,000
SGR397 - Traction Power Substation Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - Overhead Catenary System Rehab and Replacement	4,462,000	2,000,000	3,625,000	5,000,000	2,500,000	17,587,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,500,000	6,500,000	6,500,000	6,500,000	6,000,000	32,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	5,600,000	6,700,000	6,900,000	3,300,000	25,000,000
SGR407 - Bus Stop Enhancements for ADA-compliance	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - UTA End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000
SGR409 - UTA Operator Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Wayside Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	1,900,000	-	-	-	-	1,900,000
SGR413 - Traction Power Substation Building Rehab	100,000	1,000,000	-	-	-	1,100,000
SGR414 - Rail Grinding	-	1,300,000	2,600,000	1,300,000	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	130,000

Enterprise Strategy

Coordinates agency-wide functions such as IT, performance analysis, policy, and risk management to ensure UTA operates efficiently and stays aligned with long-term goals.

5-Year Capital Plan (5YCP)
Fiscally Constrained
FY2026-2030

\$29M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	17,051,000	2,555,000	3,435,000	2,875,000	3,150,000	29,066,000
ICI001 - Passenger Station Information Sign Replacement	1,350,000	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	50,000	50,000	-	-	150,000
ICI179- Network Infrastructure Equipment & Software	1,200,000	800,000	500,000	500,000	500,000	3,500,000
ICI186 - In-House Application Development	150,000	150,000	150,000	150,000	150,000	750,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	475,000	150,000	260,000	495,000	550,000	1,930,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	300,000	1,600,000	880,000	1,100,000	4,380,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade Unx	-	-	-	-	-	-
ICI226 - Radio Communication System	5,200,000	-	-	-	-	4,000,000
ICI230 - EAM/WM/RISC (Trapeze)	5,356,000	180,000	-	-	-	5,536,000
ICI232 - Trapeze PassWeb for Special Services	145,000	100,000	-	-	-	245,000
ICI233 - Technology Systems- State of Good Repair	175,000	125,000	175,000	150,000	150,000	775,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	700,000	700,000	700,000	700,000	3,500,000

Executive Director (Safety)

Leads UTA's systemwide safety, security, and emergency preparedness efforts, with a focus on both proactive risk assessment and infrastructure investment.

5-Year Capital Plan (SYCP)
Fiscally Constrained
FY2026-2030

\$5.0M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	1,485,000	843,000	907,000	1,007,000	770,000	5,012,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - Camera Sustainability	645,000	636,000	500,000	600,000	650,000	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	-	87,000	287,000	287,000	-	661,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	100,000	-	-	-	-	100,000

Finance

Leads UTA's budgeting, accounting, procurement, fare collection, risk management, and grant funding to maintain financial stability and ensure resources are used effectively.

5-Year Capital Plan (SYCP)
Fiscally Constrained
FY2026-2030

\$74.5M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	32,646,000	10,518,000	10,445,000	10,484,000	10,395,000	74,488,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	322,000	332,000	342,000	352,000	370,000	1,718,000
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	123,000	40,000	69,000	25,000	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	-	-	-	10,209,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	-	252,000
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310			-			-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022 UT-2023-027	100,000	-	-	-	-	100,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-026	275,000	-	-	-	-	275,000
MSP278 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2022 UT-2023-024	175,000	-	-	-	-	175,000
MSP279 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2021 UT-2023-013	20,000	-	-	-	-	20,000
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021 UT-2023-014	105,000	-	-	-	-	105,000
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	5,000	-	-	-	-	5,000
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	15,000	-	-	-	-	15,000
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-004	900,000	-	-	-	-	900,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-018	320,000	-	-	-	-	320,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	450,000	-	-	-	-	450,000

Finance (cont.)

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	1,303,000	-	-	-	-	1,303,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	-	-	-	-	3,360,000
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	3,262,000	-	-	-	-	3,262,000
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	1,054,000	-	-	-	-	1,054,000
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	643,000	-	-	-	-	643,000
MSP321 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-011-01 SL/WV	-	-	-	-	-	-
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

Manages UTA's core systems and services, including technology, data, and workforce development, to boost performance, support strategic goals, and foster continuous improvement across the agency.

5-Year Capital Plan (5YCP)
Fiscally Constrained
FY2026-2030

\$51.4M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	8,974,000	15,328,000	11,200,000	9,080,000	6,800,000	51,382,000
FMA543 - Police Vehicle Replacement/Expansion	1,138,000	1,172,000	725,000	730,000	1,000,000	4,765,000
FMA652 - Facilities Equipment Replacement	2,000,000	2,000,000	2,000,000	800,000	800,000	7,600,000
FMA653 - Facilities Rehab/Replacement	1,253,000	890,000	1,025,000	720,000	670,000	4,558,000
FMA672 - Park & Ride Rehab/Replacement	480,000	480,000	480,000	480,000	480,000	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	495,000	500,000	300,000	500,000	2,355,000
FMA684 - Police Equipment	275,000	275,000	475,000	350,000	350,000	1,725,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	233,000	1,977,000	-	-	-	2,210,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-
FMA703 - Police Records Management System/ Computer Aided Dispatch System Replacement	5,000	2,100,000	-	-	-	2,105,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	939,000	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	1,600,000	600,000	-	-	-	2,200,000
SGR416 - Light Rail Vehicle Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	1,280,000	1,550,000	145,000	-	-	2,975,000

People

Focuses on developing a skilled, supported, and future-ready workforce through strategic investments in training, health, and technology.

5-Year Capital Plan (5YCP)
Fiscally Constrained
FY2026-2030

\$50K



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	50,000	-	-	-	-	50,000
FMA705 - HEP Training Engine Power Bank for Maintenance Training	50,000	-	-	-	-	50,000
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-

Planning & Engagement

Leads strategic initiatives that enhance bus speed and reliability, pilot new mobility solutions, improve wayfinding and accessibility, and ensure services are responsive to the diverse needs of the communities UTA serves.

5-Year Capital Plan (5YCP)
Fiscally Constrained
FY2026-2030

\$8.2M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	2,244,000	1,509,000	1,520,000	1,445,000	1,445,000	8,163,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	445,000	445,000	445,000	445,000	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000
MSP294 - Planning Studies	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - 2026 Microtransit Vehicle Upfitting	300,000	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-

Chapter 5

Next Steps

As UTA looks ahead, continued collaboration with state and regional partners will be essential to advancing major transit investments. A key focus of the next phase is implementing House Bill 322, passed in 2022 by the Utah State Legislature, which designated UDOT as the lead agency for delivering fixed guideway projects receiving state funding.



UTA/UDOT COORDINATION

House Bill 322 (2022), titled Public Transit Capital Development Modifications, formalizes the partnership between UDOT and UTA, strengthens coordination efforts, and provides dedicated state funding to support major transit investments across the region. These state funds can also be used to leverage additional grant funding.

The following projects represent current UDOT and UTA partnerships established under House Bill 322:



FrontRunner 2X

Double tracking of UTA's FrontRunner system to increase overall capacity and frequency of this service



Point of the Mountain Improvements

Tied to FrontRunner 2X; includes a new station and double tracking in the Bluffdale area



S-Line Extension

Extension of the S-Line streetcar line going up to Highland Drive



Midvalley Connector (Midvalley Express, MVX BRT)

Bus rapid transit route going from Murray Central Station to West Valley Central Station



FrontRunner South Extension

Early efforts relating to a FrontRunner extension going from Provo to Payson



Sharp/Tintic Rail Corridor Connection

Connection between two existing rail corridors that would facilitate a future FrontRunner extension from Provo to Payson



TRAX Orange Line Implementation and Red Line Realignment

Future light rail system improvements around the downtown Salt Lake City and University of Utah area



The recent passage of **Senate Bill 174 (2025)**, titled Transit and Transportation Governance Amendments, further strengthens the coordination between UDOT, UTA, and other stakeholders in the development of transit projects.

This bill expands UDOT's oversight over fixed guideway projects, specifically ensuring that UDOT is the lead agency for projects that receive state funding. Under this new legislation, UDOT will not only oversee project delivery but also be responsible for the planning, design, and construction of major transit projects, ensuring they align with state transportation priorities.

The funding allocated through Senate Bill 174 will support a variety of fixed guideway transit projects, including the extension of light rail systems, development of bus rapid transit (BRT) corridors, and the creation of new commuter rail lines. It also enables the construction of new transit stations, modernization of existing infrastructure, and improvements to key transit hubs.

This funding is designed to facilitate the growth of the regional transit network, expanding service to underserved areas, reducing congestion, and improving overall connectivity. Additionally, projects supported by the bill will prioritize sustainability through eco-friendly technologies, such as electric buses and energy-efficient transit systems.

For more information, visit:

https://wfr.org/wp-content/uploads/2025/01/SB-174-2025-Transit-and-Transportation-Governance-Amendments-Summary_UTA-Final-2.pdf

CONCLUSION

As UTA moves forward with the 2026–2030 Five-Year Capital Plan, our commitment remains rooted in delivering safe, efficient, and forward-thinking transit solutions that keep pace with Utah's rapid growth and evolving mobility needs. This plan reflects not only our investment in infrastructure but also our investment in people — ensuring that riders of all ages and abilities can access opportunities, connect with their communities, and travel with confidence.

Looking ahead, collaboration will remain key to our success. We are grateful for the continued support of our regional partners, state and federal agencies, and the many communities we serve. Together, we will turn this vision into reality — expanding service, modernizing systems, and building a more connected and resilient future for Utah. With transparency, fiscal responsibility, and innovation guiding our path, UTA is excited to continue moving Utahns toward a better quality of life.



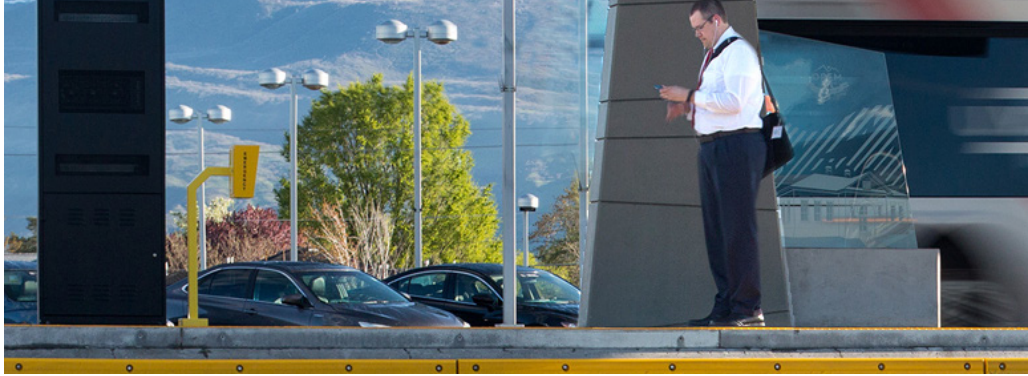
UTA's focus remains on aligning today's investments with tomorrow's transit needs.

Chapter 6

Project Overview



UTA is investing in capital projects that advance its mission and long-term vision for transit in the region. The table that follows details each project’s name, description, and total five-year budget, organized by chief office to show how investments are distributed across the agency’s core functions.



PROJECT KEY:

UTA’s Five-Year Capital Plan consists of a list of projects over the next five years that UTA plans to execute on. The typical project is identified by a six-digit grouping of letters and numbers to make up the unique project code. The letters are tied to the type of project being referenced and a general description of those letter groupings is provided below. The grouping of numbers represents a numerical value used provide a unique number so these projects can be easily tracked. The main project groupings are as follows:

- **FMA Projects:** Facilities, public safety, and security projects
- **ICI Projects:** Information Technology projects
- **MSP Projects:** General capital projects
- **REV Projects:** Vehicles purchases or repairs
- **SGR Projects:** State of Good Repair projects. Projects used for major rehabilitation or replacements of existing assets.

CAPITAL PROJECT NAME AND DESCRIPTION

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
Capital Services		
FMA516 - Corridor Fencing	Quick reaction fencing construction and repair. These fences typically replace fencing that was damaged during accidents. Or they are new fences installed as a response to shifting safety or security threats.	250,000
FMA679 - Building Remodels/Reconfigurations	Remodels and Reconfigurations for spaces within UTA to better serve employees and accomplish the UTA mission.	3,770,000
FMA680 - Suicide Prevention Research Project	A federal grant that funds a study of UTA's new radar and AI assisted surveilLane systems. These systems are designed to detect trespassers with enough warning to allow UTA controllers to stop trains before they impact the trespasser. Controllers may then dispatch police to clear the railway and assist the would-be victim.	-
FMA687 - Layton Station Improvements	The project improves station access by optimizing bus routing and traffic patterns. The new layout allows for more efficient bus movements to and from the station.	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	Building demolition and parking lot creation for UTA's downtown Headquarters building.	375,000
FMA690 - Facility Program Development & Design	Supports the development of Facility Strategic Plan, as-built, and concepts for facility design projects	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	This project is being used to add battery electric bus charging capabilities to the Meadowbrook bus depot.	2,336,000
FMA694 - Electric Bus Chargers	This is a project for miscellaneous bus charger installation/work. An example is this year it is being used for training.	20,000
FMA695 - Facility Program	Project to further development on UTA Strategic Facility Master Plan initiatives.	-
FMA696 - Ogden Fueling System Replacement	Replace the aging underground diesel and unleaded tanks at the Mt. Ogden Bus facility with above ground tanks.	2,010,000

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	Fire Alarm update within UTA facilities per Facility Strategic Plan	1,199,000
FMA698 - Midvale RSC Operations work space and amenity remodel	Renovation of Midvale work and support spaces to better meet current needs and future growth.	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	Electrical Systems Remediation within UTA facilities per Facility Strategic Plan	9,024,000
FMA700 - Elevator Replacements-Farmington Station	Replace four elevators at Farmington Station that are near the end of their useful life.	650,000
FMA701 - Escalators Replacement-North Temple Station	Replace the two escalators at the North Temple station that are deteriorating and becoming unreliable.	4,650,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	Replace the aging underground lines to the above ground petroleum storage tanks at the UTA Riverside facility.	320,000
MSP132 - Internal Project Control System Tech Support	Supports the ongoing maintenance for the Internal Project Control System web application.	175,000
MSP140 - Box Elder County Corridor Preservation	Corridor Preservation between Ogden and Brigham City is a Phase 1 project in the Regional Transportation Plan. UTA has been working with willing sellers in Box Elder County to preserve a future transit corridor. There are funds remaining from the 2nd quarter sales tax, which were previously dedicated to this project.	2,500,000
MSP156 - Prop 1 Davis County Bus Stop Improvements Bus Stop Improvements	Bus stop improvements along Main St. between Farmington and Bountiful to meet ADA requirements and provide shelter from the weather.	100,000
MSP185 - OGX BRT	Bus Rapid Transit Route (BRT) from Ogden Central Frontrunner Station through Weber State University to MacKay Dee Hospital. Includes 1.5 miles of exclusive bus lanes, a new maintenance bay expansion and depot chargers for 14 new electric buses	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	Upgrade grade crossings with advance pre-emption time to better coordinate with traffic signals. Also includes the addition of queue cutters in some locations.	1,500,000
MSP193 - Weber County Corridor Preservation	Corridor Preservation between Ogden and Brigham City is a Phase 1 project in the Regional Transportation Plan. UTA received a \$1.5 million grant from Weber County to acquire property. Additional funds will be pursued from UDOT's Corridor Preservation Program.	4,800,000
MSP202 - (Grant Dependent) Davis-SLC Community Connector	26.5-mile, 39-station (76 total platforms), corridor-based bus rapid transit line between Farmington and Research Park at the University of Utah.	32,987,000
MSP205 - TIGER Program of Projects	Federal grant that was awarded to complete a number of first/last mile projects along the Wasatch Front. All projects have been completed and contracts have been closed out.	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	Bus stop improvements along the 3300/3500 South corridor for ADA-compliance. Additional funding was received and utilized on the optimization of traffic signal priority for transit services.	-
MSP208 - Clearfield FrontRunner Station Trail	UTA is constructing a paved multi-use trail connecting the UTA Clearfield FrontRunner station to the Rio Grande Rail Trail and the Freeport Center. UTA has included 8' black-vinyl coated fencing along the rail side of the trail limiting access to the rail.	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	UTA is working with UDOT to connect the Sharp and Tintic Rail Corridors. This will improve the safety of existing freight operations and connect the portions of the corridors UTA owns, allowing for FrontRunner to be extended to Payson in the future.	1,640,000
MSP216 - Point of the Mountain Transit	Environmental clearance and conceptual engineering support for LRT service between Draper and Lehi. Improvements are within the UTA Historic Rail Corridor, service is provided to the former prison site, and the project includes multiple connections to FrontRunner.	2,933,000
MSP224- Utah County ADA Bus Stop Improvements	Improvements to bus stops in Utah County. This project is closing out.	-

Project Overview (cont.)

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
MSP229 - Salt Lake County Bus Stop Improvements/Construction	This project and the funding associated with it is to amenitize the bus stops improved by Salt Lake City throughout Salt Lake County (shelters, railing, signs, benches, trash cans etc.)	1,052,000
MSP248 - Planning & Environmental Analysis	NEPA/environmental clearance planning projects and environmental compliance projects as needed.	1,500,000
MSP252 - FrontRunner 2X	FrontRunner double tracking to increase peak hour service frequency.	20,398,000
MSP253 - MVX BRT	Bus Rapid Transit (BRT) from Murray Central Frontrunner/Light Rail Station to West Valley Central Light Rail Station. Includes 1.7 miles of exclusive bus lanes, a new bus hub at Salt Lake Community College, and connections to local trails.	35,396,000
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	Implement the new TRAX Orange Line from Research Park at the University of Utah, along new track downtown, to the Salt Lake Airport. Realign the TRAX Red Line to the Ballpark Spur and 400 West. UDOT is the primary contracting entity, the UTA budget is intended to capture UTA expenditures.	500,000
MSP258 - Mt Ogden Administration Building	Build a new administration building at the Mt. Ogden Bus facility to replace an older undersized existing building.	29,300,000
MSP259 - S-Line Extension	UTA, in partnership with Salt Lake City, is extending the S-Line streetcar from the eastern end of line at McClelland St. to the east of Highland Dr. and construct a new end-of-line station. Aimed at supporting economic growth, reducing vehicle traffic, and enhancing connectivity to Sugar House, final design of the extension is ongoing and expected to be completed in Fall of 2025, with construction planned from early 2026 through Spring of 2027.	31,371,000
MSP260 - 5600 West Bus Route	UTA, in partnership with UDOT, is planning an expansion of bus service on the west side of Salt Lake County, covering the cities of Salt Lake, West Valley, West Jordan, and Kearns. The state population is projected to double by 2050, with current and future growth occurring on the west side of the county. This project is the transit alternative for UDOT's Mountain View Corridor project and has been identified in the UTA Five-Year Service Plan to address the future growth of west Salt Lake County.	21,700,000
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	Redevelopment of the Salt Lake Central Station into a mixed-use office and commercial center that would also serve as a new agency headquarters.	760,000
MSP263 - Transit Oriented Development Working Capital	Project supports UTA's efforts related to its Transit Oriented Development initiatives.	4,414,000
MSP264 - FrontRunner South Extension	The extension of FrontRunner to Payson was identified as the preferred transit alternative in the South Valley Transit Study completed in 2022. This phase of the project includes environmental review and preliminary design. Currently, there is no funding or timeline for final design.	3,200,000
MSP265 - Program Management Support	Supports the general administration of UTA's capital program. This includes items such as procedure development, general program tool development, general program support, or wages for employees dedicated to UTA's capital program.	18,920,000
MSP267 - New Maintenance Training Facility	Remodel an existing building to be used by the UTA training department for vehicle maintenance and maintenance of way training.	7,250,000
MSP271 - Maintenance of Way Department Training Yard	Developed a fully functional maintenance of way training yard at the Transit Technical Education Center, featuring several hundred feet of inactive track, a signal house with classroom space, an active grade crossing, a simulated back office, and a double crossover interlocking to support hands-on training for UTA Maintainers.	2,500,000
MSP272 - TRAX Operational Simulator	Implemented two light rail vehicle simulators at the Jordan River Service Center, featuring real vehicle controls and an instructor station to evaluate trainees, enabling operators to train across multiple simulated scenarios.	-
MSP275 - Station Area Planning	UTA is a required stakeholder in HB 462's station area planning efforts. All cities with fixed-guideway transit stations are required to create station area plans that increase the availability and affordability of housing, promote sustainable environmental conditions, enhance access to opportunities and increase transportation choices and connections. UTA's funding goes to support the cities in creating these station area plans which support transit ridership and increased revenue generation through development projects.	675,000

**TOTAL
5 YEAR
PLAN AMOUNT**

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	
MSP286 - Utah County Park & Ride Lots (x2) (x2)	This project is to construct the infrastructure needed in Eagle Mountain (EM) City and Saratoga Springs (SS) City for the NEW bus service associated with Bus Route 860. Each location will have the following: 1) Park & Ride Lot with an access road (buses will not access the lot); 2) Two (2) bus stops (northbound and southbound); the southbound stop will have a shelter, for protection from the elements; 3) EM will have a signalized pedestrian crossing using a HAWK signal; 4) SS will have a fully signalized intersection at Pony Express Parkway and Seaside street; 5) Each site will allow and restore access to the multi-use trail paths; 6) UTA Monument Signs (with lighting); 7) Landscaping (with irrigation & lighting); and 8) SS will have a detention pond	3,200,000
MSP287 - UVX BRT 900 East Station	Construction of 2 new platforms for the UVX BRT route at the newly built BYU Music Building at 900 East 1100 North.	212,000
MSP288 - Sustainability Project Pool	Implementation of Sustainability Plan projects, including LED installations, Warm Springs efficiency improvements, smart water meters.	500,000
MSP293 - FrontRunner Shepard Lane Betterment	Betterment to UDOT's Shepard Lane project to allow for future double track.	-
MSP300 - New TRAX platform in South Jordan	Construct a new light rail platform at approximately 110000 South in South Jordan.	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	Federally funded project to construct and improve up to 150 bus stops to meet ADA-compliance throughout the UTA service area; this includes amenities (as warranted and based on ridership data).	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	FrontRunner The Point Station and additional double tracking to serve that station.	1,200,000
MSP320 - TRAX Forward	Project to further scope development and identification of needs for projects needed to support the 2034 Olympics.	500,000
MSP324 - Bus Stop Amenities	This project uses UTA funding to provide the warranted amenities determined by ridership data for bus stops improved and updated (by SGR407, Local Governments, UDOT, etc.) to meet UTA and ADA-compliance requirements.	2,430,000
MSP325 - 200 South-Phase III- Transit Signal Priority	Partnership with Salt Lake City utilizing a community project funding (CPF) grant to study and install transit signal priority and possibly other systems to improve transit movement along 200 South between 400 W and 1300 E.	4,498,000
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900 S	Pending grants, this would install new chargers for the battery electric bus fleet	98,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	Pending grants, this would install new chargers for the battery electric bus fleet	105,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	Pending grants, this would install new chargers for the battery electric bus fleet	109,000
REV205 - Replacement Non-Revenue Support Vehicles	The Replacement Non-Revenue Support Vehicles program focuses on upgrading aging maintenance and service fleet vehicles to ensure reliable support for transit operations. This initiative improves efficiency, reduces maintenance costs, and enhances safety by replacing outdated equipment with modern, more sustainable vehicles.	10,500,000
REV209 - Paratransit Bus Replacement	The Paratransit Vehicle Replacement program involves renewing the aging paratransit fleet to maintain safe, reliable, and accessible transportation for riders with disabilities and mobility challenges. This project is replacing high floor buses with low floor vehicles for easier accessibility.	33,776,000
REV211 - Revenue Bus Replacement	The Revenue Bus Replacement project focuses on replacing aging buses to maintain a safe, reliable, and efficient transit fleet. This initiative supports service continuity, reduces maintenance costs, and incorporates modern technology and accessibility features.	103,826,000
REV224 - Bus Overhaul	The Bus Overhaul program targets the replacement of engines and transmissions to extend the service life of the fleet to a 16-year useful life. This effort improves reliability, lowers long-term maintenance costs, and maximizes the return on investment for each vehicle.	10,000,000
REV232 - Van Pool Vehicle Replacements	The Vanpool Replacement program involves updating the existing vanpool fleet with newer vehicles to ensure safe, reliable, and comfortable commuter transportation. This effort enhances rider experience, reduces maintenance costs, and supports the sustainability of the vanpool program.	8,000,000
REV236 - Volkswagen Settlement Battery Buses	Remodel and existing building to be used by the UTA training department for vehicle maintenance and maintenance of way training.	-

Project Overview (cont.)

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
REV238 - SD100/SD160 Light Rail Vehicle Replacement	The Light Rail Vehicle Replacement project replaces 40 aging vehicles with new Stadler light rail vehicles to enhance system reliability, performance, and passenger comfort. This upgrade modernizes the fleet, reduces maintenance needs, and once in service, provide 100% level boarding in our Trax service.	186,692,000
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	Replacement of support equipment such as trailers, ATV, or other ancillary assets.	550,000
REV242 - Non-Revenue Specialty Vehicle Replacement	Replacement of heavy-duty vehicles customized with service bodies or specialized equipment to meet specific operational needs.	4,500,000
REV243 - Low/No CNG Bus Procurement	The CNG Bus Acquisition project involves purchasing 23 compressed natural gas (CNG) buses using the FTA Low/No Emission grant. This initiative modernizes the fleet with cleaner, more sustainable vehicles, reduces emissions, and supports the agency's environmental and efficiency goals.	21,310,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	If approved, the Clean Diesel Bus Purchase - 2025 5339b Grant project will acquire new clean diesel buses contingent on grant funding. This initiative aims to modernize the fleet, improve reliability, and reduce emissions in alignment with federal sustainability programs.	3,407,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	If approved, the CNG Bus Purchase - 2025 5339b Grant project will acquire new CNG buses contingent on grant funding. This initiative aims to modernize the fleet, improve reliability, and reduce emissions in alignment with federal sustainability programs.	3,300,000
SGR040 - Light Rail Vehicle Overhaul Program	The Light Rail Vehicle Overhaul Program focuses on refurbishing and upgrading existing light rail vehicles to extend their service life and maintain operational reliability. This initiative enhances performance, reduces long-term maintenance costs, and ensures the fleet continues to meet service and safety standards.	31,881,000
SGR047 - Light Rail Stray Current Control	Implemented a countywide stray current monitoring and mitigation program for UTA light rail, installing dozens of data collection systems to detect where electrical current from the rail's power system could leak into the ground and cause corrosion of nearby utility lines, with measures in place to prevent long-term infrastructure damage.	2,500,000
SGR353 - Locomotive Engine Overhaul	The Locomotive Engine Overhaul Project involves refurbishing and replacing key engine components to extend the service life and improve the reliability of the commuter rail locomotives mandated by the FRA. This effort enhances performance, reduces downtime, lowers long-term maintenance costs, and improved emissions.	2,800,000
SGR359 - Bridge Rehabilitation & Maintenance	FRA guidelines require yearly inspections of all bridge structures. UTA contracts with a consultant to provide the necessary inspections and subsequent reports. If minor maintenance items are identified, then this project can make the minor repairs.	2,460,000
SGR370 - Red Signal Enforcement	Canceled	-
SGR385 - Rail Replacement Program	Relaces worn track components based on the Transit Asset Management plan. these include switches, turnouts, curve and tangent rail. Insulated Joints. emergency work and anything on the track that is not a grade crossing	18,100,000
SGR390 - Jordan River #2 Remodel	Remodel an existing building to be used by the UTA maintenance of way group as office, meeting, training, storage, and workshop space.	50,000
SGR391 - Commuter Rail Vehicle Rehab	Commuter Rail Overhaul Program is aimed at refurbishing and overhauling the existing fleet of commuter rail vehicles to ensure optimal performance, reliability, passenger safety, and comfort. The overhaul process includes several key systems, such as HVAC, Doors, Engine, Couplers, passenger seats, Car body, and Trucks etc.	61,500,000
SGR393 - Grade Crossing Replacement Program	Project focuses on rail to road interface aka the at grade crossing. it makes the road smoother for passengers and the driving public. it also follows useful life replacement practices	12,000,000
SGR397 - Traction Power Substation Component Replacement	This budget will be used to order spare parts that were not included in the substation Rehab Contract.	1,000,000
SGR398 - Overhead Catenary System Rehab and Replacement	This project is being used to complete work on the OCS Wire/ associated components. The coming years will include a condition assessment, rehabilitation, and other smaller projects.	17,587,000
SGR401 - Ballast and Tie replacement	This is to maintain the Garfield line that Utah Railway and Savage uses as part of our agreement with the Mid-Jordan Line. it replaces worn ties, ballast and rail to keep freight trains running	1,500,000
SGR403 - Train Control Rehab & Replacement	Replacement and rehabilitation of train control equipment across UTA's light rail and commuter rail systems, addressing equipment obsolescence and supporting modernization. Upgrades included signals, wayside processors, control systems, grade crossing equipment, SCADA, back-office systems, and traffic interfaces.	32,000,000

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	Replacement and modernization of rail switch machines and interlocking systems across UTA's light rail and commuter rail network, enhancing reliability, safety, and system performance while addressing equipment obsolescence and modernization.	25,000,000
SGR407 - Bus Stop Enhancements for ADA-compliance	Per the UTA Bus Stop Management Plan (BSMP) UTA has established guidelines for bus stop designs varying from a Level 1 8'x8' concrete pad up to a Level VI 40' x 15' concrete pad. Bus Stop Levels I-VI are in the BSMP Appendix VI - Bus Stops Design by Level. Right-of-way services and acquisition maybe required to design bus stops. Fiber for digital real-time signage is optional and maybe added depending on location.	10,705,000
SGR408 - UTA End of Line (EOL) Enhancements	This Includes bus sawtooths, bus circulation area, operator restrooms, wayfinding, bike parking, benches, bus shelters, utility, and site civil work including access. Bus charging and dedicated via rideshare parking is optional and maybe added depending on location. Follow the most recent UTA Design Criteria for all civil elements.	4,435,000
SGR409 - UTA Operator Restrooms	UTA Operator Restrooms are being constructed at UTA hubs, Stations, or EOL facilities. These restrooms are structural buildings that are on a concrete foundation with 2 restrooms, a break room, and a mechanical room. Utilities needed are electrical (PCC Box), fiber (badge reader access), sewer, and water.	9,901,000
SGR410 - Wayside Fiber Rehab/Replacement	Replace and upgrade UTA's wayside fiber network along the TRAX and FrontRunner corridors, including new fiber cable and network switches, improving system reliability and capacity while futureproofing communications for expanding rail operations.	3,452,000
SGR411 - Farmington Station Ped Bridge Repairs	An independent inspection of the Farmington Ped Bridge identified multiple corrosion problems on the stairs and bridge deck. This project will create a scope of work, structural details, and other items needed to advertise/award to a contractor to make the necessary fixes.	-
SGR412 - Power Control Cabinet Replacement Project	Upgraded and replaced 26 Power Control Cabinets at TRAX light rail station platforms, modernizing communication and power components while expanding cabinet capacity to meet current demands and future system needs.	1,900,000
SGR413 - Traction Power Substation Building Rehab	This Project will be used to replace key components associated with the buildings of the TPSS (fire alarm systems, roof rehab, and HVAC systems).	1,100,000
SGR414 - Rail Grinding	Reconditioning the head of the rail in portions of the right of way. To improve ride quality and wheel rail interface.	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	Development of the scope for the rail grinding in preparation for SGR414.	130,000
Enterprise Strategy		
ICI001 - Passenger Station Information Sign Replacement	Replace all Hanover passenger information signs on all rail platforms with new Sunrise signs. Also purchasing new sign management software which will support new signs.	1,350,000
ICI146 - FrontRunner WiFi Enhancements	Supports UTA's Wi-Fi network on the FrontRunner System. Project supports hardware replacements along the FrontRunner corridor.	-
ICI173 - JDE System Enhancements	Supports necessary upgrades and application development for UTA's JD Edwards Oracle ERP system.	150,000
ICI179 - Network Infrastructure Equipment & Software	This project replaces aging network equipment and software across our facilities and rail platforms to maintain reliable, secure, and high-performance connectivity. It also includes strategic expansion to support modern security standards, increased bandwidth demands, and integration with hybrid infrastructure environments. These upgrades are part of the state-of-good repair process and represent lifecycle replacements aligned with the 10-year IT strategy.	3,500,000
ICI186 - In-House Application Development	Enhancement and Changes to UTA Applications. Application Audits and Information Security Assessments as needed.	750,000
ICI197 - SGR for Bus Communications On-Board Technology	State of good repair for on-bus technology, and the support of those technologies, parts and tools required to do so.	-
ICI198 - Information and Cybersecurity Program	Hardware, software, and services necessary for the protection of UTA's systems and networks aligned with NIST CSF, PCI DSS, and CJIS security requirements.	1,930,000
ICI199 - Rail Communication Onboard Tech	Supports the hardware replacement and maintenance for radio equipment on UTA's Light Rail and Commuter Rail vehicles (TRAX and FrontRunner).	-
ICI201 - Server, Storage Infrastructure Equipment & Software	This project replaces aging core server and data storage systems to maintain operational integrity and includes strategic expansion to support future workload growth, security standards, and integration with hybrid infrastructure environments. These upgrades are part of the state-of-good repair process and represent lifecycle replacements aligned with the 10-year IT strategy, ensuring our infrastructure remains secure, efficient, and compliant.	4,380,000
ICI202 - Radio Communication Infrastructure	Supports ongoing replacement for UTA's radio equipment hardware throughout the service area.	-

Project Overview (cont.)

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
ICI214 - Rail Car Automatic Passenger Counter Replacement	Replace INIT Automatic Passenger Counting system with Urban Transportation's system which is currently operating on our Buses.	1,750,000
ICI224 - JDE 9.2 Applications Upgrade Unx	Project is complete. Will close out next year. Supported UTA's last platform upgrade to the 9.2 JD Edwards ERP system.	-
ICI226 - Radio Communication System	Project is for the replacement of UTA's current radio system.	5,200,000
ICI230 - EAM/WM/RISC (Trapeze)	EAM (Enterprise Asset Management) supports the maintenance and lifecycle management of all vehicles and assets. WM (Workforce Management) Operations bidding, dispatching, scheduling, and timekeeping software. RISC (Risk, Incident, Safety, and Compliance) one location to manage safety inspections, incident reporting, and compliance tracking.	5,536,000
ICI232 - Trapeze PassWeb for Special Services	Trapeze product that will allow Paratransit customers and their representatives to book trips online. This is currently a manual process.	245,000
ICI233 - Technology Systems- State of Good Repair	Supports ongoing maintenance and upkeep for UTA software.	775,000
ICI235 - ERP System Replacement Phase 2: Procurement	UTA's financial system is in need of replacement. Project will support that effort. The near-term efforts include scope development for this large replacement effort.	-
ICI236 - Electronic Communication System Rehab/Replacement	Onboard, platform, and radio communication system rehab/replacement for bus and rail.	3,500,000
Executive Director (Safety)		
FMA604 - Safety General Projects	Safety & Security needs immediate monetary access to address unplanned and unforeseen safety and security infrastructure maintenance, events, accidents, regulatory changes and hazards.	600,000
FMA645 - Security Camera Sustainability	This project encompasses all hardware needs, including new installations, replacements, and repairs, as well as server enhancements and upgrades to the entire camera system.	3,031,000
FMA658 - Bus Replacement Camera System	This project encompasses all hardware needs, including new installation or upgrades for all new buses.	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	Arc flash hazard analysis of UTA electrical systems to determine the proper arc flash PPE for maintenance employees engaged in electrical work.	661,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	This project encompasses all hardware needs, including new installation or upgrades for all Trax and Commuter Rail train cars.	100,000
Finance		
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	Project that supports the administration of the 5310 program at UTA. Primarily staff salary costs.	1,718,000
FMA686 - Warehouse Equipment Rehab and Replacement	Replacement and rehabilitation of warehouse equipment improves inventory accuracy and accessibility, ensuring parts are available when needed, reducing delays, downtime, and improving repair efficiency.	322,000
ICI213 - eVoucher Phase 2	This will be completed by the end of 2025. We should not need any additional funds for 2026 and beyond.	-
ICI222 - Fares Systems Replacement Program	UTA Fares Systems Replacement Program aims to simplify payment for all riders by updating existing hardware and software used to validate transit fares.	10,209,000
ICI234 - Coordinated Mobility IT Support	This is ongoing funding from the Utah Legislature. The amount is \$63k per year.	252,000
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310	Project is complete. Will be removed next year.	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022 UT-2023-027	2022 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Salt Lake/West Valley area of Utah.	100,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-026	2022 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Ogden/Layton area of Utah.	275,000
MSP278 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2022 UT-2023-024	2022 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Provo/Orem area of Utah.	175,000
MSP279 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2021 UT-2023-013	2021 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Ogden/Layton area of Utah.	20,000

**TOTAL
5 YEAR
PLAN AMOUNT**

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021 UT-2023-014	2021 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Salt Lake/West Valley area of Utah.	105,000
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	2021 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Provo/Orem area of Utah.	5,000
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	Project is complete. Will be removed next year.	15,000
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-004	2024 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Ogden/Layton area of Utah.	900,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-018	2023 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Ogden/Layton area of Utah.	320,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	2023 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Provo/Orem area of Utah.	450,000
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	2023 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Salt Lake area of Utah.	1,303,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	2026 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Salt Lake, Provo/Orem, Ogden/Layton areas of Utah.	3,360,000
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	2025 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Salt Lake, Provo/Orem, Ogden/Layton areas of Utah.	3,262,000
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	2024 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Salt Lake area of Utah.	1,054,000
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	2024 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Provo/Orem area of Utah.	643,000
MSP321 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-011-01 SL/WV	Project is complete. Will be removed next year.	-
MSP999 - Capital Contingency	Capital Contingency amount to support the delivery of UTA's capital projects as needed.	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	HB322 was passed during the 2022 legislative session. It is an agreement between UDOT and UTA, where UTA pays \$5,000,000 a year for 15 years to facilitate the purchase of zero or low emission rail engines and trainsets for regional public transit rail systems.	25,000,000
Operations		
FMA543 - Police Vehicle Replacement/Expansion	To replace older high mileage white fleet emergency vehicles with newer vehicles. We are targeting a 7-year/100,000 mile rotation for police fleet vehicles.	4,765,000
FMA652 - Facilities Equipment Replacement	Projects to replace aging equipment across all UTA Business Units according to State of Good Repair criteria .	7,600,000
FMA653 - Facilities Rehab/Replacement	Projects to repair/maintain UTA Facilities - Building envelope and all critical systems in accordance with condition and State of Good Repair Criteria.	4,558,000
FMA672 - Park & Ride Rehab/Replacement	Projects to repair/maintain UTA Park-n-Rides -Surface, markings, electrical systems, etc., in accordance with condition and State of Good Repair Criteria.	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	Projects to repair/maintain all stations and platforms - Platform, shelter, railing, amenities, lighting, snow melt systems, etc.	2,355,000
FMA684 - Police Equipment	State of Good Repair for higher costing police equipment. Equipment includes replacement of firearms, radios, ballistic vests, ballistic shields, drones, K-9's, ammunition, etc.	1,725,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	Procurement and installation of wheel truing machine to facilitate the rebuild of wheel truing machine at Midvale, and for preparation of new rail car delivery from Stadler.	2,210,000

Project Overview (cont.)

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
FMA689 - New Bid Trailer for Meadowbrook Building 7	Project complete.	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	To align rest of bus maintenance fuel island facilities for consistency and be able to automate fuel quantities that are dispensed.	-
FMA703 - Police Records Management System/ Computer Aided Dispatch System Replacement	Replacement of police Records Management System (RMS) and Computer Aided Dispatch (CAD), and Mobile Phone application. RMS houses crime/accident reporting, persons database, citation management, etc. CAD covers call taking/dispatching, case generating, officer tracking, and call for service tracking.	2,105,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	Grind, strip the existing floor, repairing cracks and necessary fixes to extend the life of floor.	939,000
MSP210 - FrontRunner Bike Rack project	Project is canceled	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	Light Rail Vehicles #1122 & #1137 were involved in significant collisions and required repairs beyond what could be performed at UTA. These cars required shipment back to the manufacturer for structural repairs to be completed.	2,200,000
SGR416 - Light Rail Vehicle Collision Avoidance System	Technology to help prevent rail vehicle to rail vehicle collisions, rail vehicle to objects, and rail vehicle speed monitoring for civil speed compliance.	17,550,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	Light Rail Vehicle (LRV) 1168 was involved in a major accident resulting in substantial structural damage. This project is to assess the LRV and conduct structural repairs to restore LRV 1168 to original specifications to allow the vehicle to be placed back to revenue service.	2,975,000
People		
FMA705 - HEP Training Engine Power Bank for Maintenance Training	The HEP power bank stabilizes and conditions power from the generator and simulates passenger car loads, allowing safe, realistic HEP training without a full consist. It will be utilized on the HEP Training Engine at TTEC and in Commuter Rail apprenticeship training.	50,000
ICI228 - Human Resource Information System Implementation	Workday Human Resource software to replace current home-grown and multi-vendor systems (payroll, recruiting, etc.)	-
MSP310 - Bus Operations Training Simulator	Bus training simulator to be used to train and retrain students and operators who are having issues with right side clearance issues, accident recovery issues, winter time training during challenging weather conditions, scanning issues, and other identified issues. This will provide a safe environment without possible damage to any physical fleet vehicles.	-
MSP318 - Maintenance of Way Apprenticeship & Training	Procurement of tools to support training for new Maintenance of Way apprenticeship program.	-
Planning &Engagement		
MSP198 - Customer Experience and Wayfinding Plan	This project is focused on all of the customer facing amenities and signage in the system. The purpose is to make it easier, safer and more comfortable for customers to access and use the transit system.	3,000,000
MSP255 - Central Corridor	Future implementation, potentially phased, of the Preferred Alternative identified in the Central Corridor Study.	-
MSP268 - Optical Detection Next Steps	This project is ready for closeout. The final grant drawdown has been completed.	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	Transit Signal Priority (TSP) is a technology that improves bus speed and reliability on core routes by adjusting intersection signal timing to give buses an early or extended green light.	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	The Bus Speed & Reliability Program seeks to implement relatively low-cost, small-scale infrastructure improvements to improve bus travel times and reduce delay.	500,000
MSP294 - Planning Studies	Funds various studies and strategic planning projects in the Planning Department.	1,500,000
MSP314 - Capital and project development expenses for IMS services	Contracted service vehicle wraps and upfitting. Continuous improvement tests and studies.	-
MSP329 - (Grant Dependent) Bus scanning safety project	The focus of this project is to implement cameras that are able to scan bus upon entering and exiting the yard to determine if there has been any physical damage to the bus and batteries. The purpose is to prevent battery bus fires.	150,000
MSP330 - 2026 Microtransit Vehicle Upfitting	Contracted service vehicle wraps and upfitting. Continuous improvement tests and studies.	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	[Closing this out]	-

Appendix A

2026-2030 Five Year Capital Plan Summary



Appendix A is the 2026-2030 Five Year Capital Plan Summary presented as a single table that lists each project along with its annual budgets for 2026 through 2030 and the overall total.



2026-2030 Five Year Capital Plan (Draft)

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
Capital Services	276,763,000	219,471,000	180,425,000	142,615,000	81,694,000	900,968,000
FMA516 - Corridor Fencing	50,000	50,000	50,000	50,000	50,000	250,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	1,040,000	540,000	500,000	500,000	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	-	-	-	2,010,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	589,000	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
FMA700 - Elevator Replacements- Farmington Station	-	50,000	600,000	-	-	650,000
FMA701 - Escalators Replacement- North Temple Station	400,000	4,250,000	-	-	-	4,650,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
MSP132 - Internal Project Control System Tech Support	35,000	35,000	35,000	35,000	35,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	500,000	-	-	2,500,000
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	-	-	-	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	-	4,800,000
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	21,618,000	4,860,000	1,415,000	94,000	32,987,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	70,000	70,000	-	-	1,640,000
MSP216 - Point of the Mountain Transit	231,000	200,000	200,000	200,000	2,102,000	2,933,000
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	511,000	10,000	10,000	10,000	1,052,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	6,856,000	8,156,000	2,693,000	2,693,000	-	20,398,000
MSP253 - MVX BRT	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	11,062,000	15,500,000	2,738,000	-	-	29,300,000
MSP259 - S-Line Extension	30,086,000	1,285,000	-	-	-	31,371,000
MSP260 - 5600 West Bus Route	3,200,000	17,000,000	1,500,000	-	-	21,700,000
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	1,662,000	688,000	688,000	688,000	688,000	4,414,000
MSP264 - FrontRunner South Extension	2,300,000	300,000	300,000	300,000	-	3,200,000
MSP265 - Program Management Support	4,000,000	3,730,000	3,730,000	3,730,000	3,730,000	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	7,250,000

2026-2030 Five Year Capital Plan (Draft)

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
MSP271 - Maintenance of Way Department Training Yard	2,500,000	-	-	-	-	2,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	-	-	-	-	3,200,000
MSP287 - UVX BRT 900 East Station	212,000	-	-	-	-	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	-	-	-	-	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	300,000	300,000	-	300,000	300,000	1,200,000
MSP320 - TRAX Forward	100,000	100,000	100,000	100,000	100,000	500,000
MSP324 - Bus Stop Amenities	400,000	1,600,000	410,000	10,000	10,000	2,430,000
MSP325 - 200 South-Phase III-Transit Signal Priority	1,285,000	2,785,000	428,000	-	-	4,498,000
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900 S	-	-	-	11,000	87,000	98,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	11,000	94,000	105,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	9,000	100,000	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	2,000,000	2,000,000	2,500,000	2,000,000	10,500,000
REV209 - Paratransit Bus Replacement	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Revenue Bus Replacement	16,580,000	24,857,000	13,888,000	25,640,000	22,861,000	103,826,000
REV224 - Bus Overhaul	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	18,830,000	68,153,000	40,697,000	4,690,000	186,692,000
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Non-Revenue Specialty Vehicle Replacement	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
REV243 - Low/No CNG Bus Procurement	1,000	21,309,000	-	-	-	21,310,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	1,000	3,406,000	-	3,407,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,050,000	1,200,000	1,050,000	-	-	3,300,000
SGR040 - Light Rail Vehicle Overhaul Program	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - Light Rail Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Locomotive Engine Overhaul	2,800,000	-	-	-	-	2,800,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	460,000	500,000	520,000	540,000	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	2,250,000	3,250,000	5,100,000	1,250,000	18,100,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab	3,000,000	8,500,000	20,000,000	15,000,000	15,000,000	61,500,000
SGR393 - Grade Crossing Replacement Program	2,000,000	2,500,000	2,500,000	2,500,000	2,500,000	12,000,000
SGR397 - Traction Power Substation Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - Overhead Catenary System Rehab and Replacement	4,462,000	2,000,000	3,625,000	5,000,000	2,500,000	17,587,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,500,000	6,500,000	6,500,000	6,500,000	6,000,000	32,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	5,600,000	6,700,000	6,900,000	3,300,000	25,000,000
SGR407 - Bus Stop Enhancements for ADA-compliance	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - UTA End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000

2026-2030 Five Year Capital Plan (Draft)

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
SGR409 - UTA Operator Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Wayside Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	1,900,000	-	-	-	-	1,900,000
SGR413 - Traction Power Substation Building Rehab	100,000	1,000,000	-	-	-	1,100,000
SGR414 - Rail Grinding	-	1,300,000	2,600,000	1,300,000	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	130,000
Enterprise Strategy	17,051,000	2,555,000	3,435,000	2,875,000	3,150,000	29,066,000
ICI001 - Passenger Station Information Sign Replacement	1,350,000	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	50,000	50,000	-	-	150,000
ICI179 - Network Infrastructure Equipment & Software	1,200,000	800,000	500,000	500,000	500,000	3,500,000
ICI186 - In-House Application Development	150,000	150,000	150,000	150,000	150,000	750,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	475,000	150,000	260,000	495,000	550,000	1,930,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	300,000	1,600,000	880,000	1,100,000	4,380,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	-	-	-	-	1,750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-
ICI226 - Radio Communication System	5,200,000	-	-	-	-	5,200,000
ICI230 - EAM/WM/RISC (Trapeze)	5,356,000	180,000	-	-	-	5,536,000
ICI232 - Trapeze PassWeb for Special Services	145,000	100,000	-	-	-	245,000
ICI233 - Technology Systems- State of Good Repair	175,000	125,000	175,000	150,000	150,000	775,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	700,000	700,000	700,000	700,000	3,500,000
Executive Director (Safety)	1,485,000	843,000	907,000	1,007,000	770,000	5,012,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - Security Camera Sustainability	645,000	636,000	500,000	600,000	650,000	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	-	87,000	287,000	287,000	-	661,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	100,000	-	-	-	-	100,000
Finance	32,646,000	10,518,000	10,445,000	10,484,000	10,395,000	74,488,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	322,000	332,000	342,000	352,000	370,000	1,718,000
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	123,000	40,000	69,000	25,000	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	-	-	-	10,209,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	-	252,000
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022 UT-2023-026	100,000	-	-	-	-	100,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-026	275,000	-	-	-	-	275,000
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	175,000	-	-	-	-	175,000
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	20,000	-	-	-	-	20,000

2026-2030 Five Year Capital Plan (Draft)

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021 UT-20	105,000	-	-	-	-	105,000
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	5,000	-	-	-	-	5,000
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	15,000	-	-	-	-	15,000
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-004	900,000	-	-	-	-	900,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-018	320,000	-	-	-	-	320,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	450,000	-	-	-	-	450,000
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	1,303,000	-	-	-	-	1,303,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	-	-	-	-	3,360,000
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	3,262,000	-	-	-	-	3,262,000
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	1,054,000	-	-	-	-	1,054,000
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	643,000	-	-	-	-	643,000
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	8,974,000	15,328,000	11,200,000	9,080,000	6,800,000	51,382,000
FMA543 - Police Vehicle Replacement/Expansion	1,138,000	1,172,000	725,000	730,000	1,000,000	4,765,000
FMA652 - Facilities Equipment Replacement	2,000,000	2,000,000	2,000,000	800,000	800,000	7,600,000
FMA653 - Facilities Rehab/Replacement	1,253,000	890,000	1,025,000	720,000	670,000	4,558,000
FMA672 - Park & Ride Rehab/Replacement	480,000	480,000	480,000	480,000	480,000	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	495,000	500,000	300,000	500,000	2,355,000
FMA684 - Police Equipment	275,000	275,000	475,000	350,000	350,000	1,725,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	233,000	1,977,000	-	-	-	2,210,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System Repl	5,000	2,100,000	-	-	-	2,105,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	939,000	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	1,600,000	600,000	-	-	-	2,200,000
SGR416 - Light Rail Vehicle Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	1,280,000	1,550,000	145,000	-	-	2,975,000
People	50,000	-	-	-	-	50,000
FMA705 - HEP Training Engine Power Bank for Maintenance Training	50,000	-	-	-	-	50,000
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-
Planning & Engagement	2,244,000	1,509,000	1,520,000	1,445,000	1,445,000	8,163,000
MSP198 - Customer Experience and 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	933,000	445,000	445,000	445,000	445,000	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000
MSP294 - Planning Studies	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - 2026 Microtransit Vehicle Upfitting	300,000	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-

2026-2030 Five Year Capital Plan (Draft)

Sum of Total Budget- Rounded Office/Projects	Column Labels					Grand Total
	2026	2027	2028	2029	2030	
Grand Total	339,213,000	250,224,000	207,932,000	167,506,000	104,254,000	1,069,129,000

UTA 2026-2030 Five Year Plan - Capital Sources (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	900,968,000	169,704,000	296,297,000	158,799,000	30,664,000	61,080,000	23,527,000	160,897,000
FMA516 - Corridor Fencing	250,000	-	-	-	-	-	-	250,000
FMA679 - Building Remodels/Reconfigurations	3,770,000	-	-	-	-	-	-	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	1,540,000	-	-	-	-	470,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	240,000
FMA698 - Midvale RSC Operations work space and amenity remodel	589,000	-	-	-	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	9,024,000	-	7,218,000	-	-	-	-	1,806,000
FMA700 - Elevator Replacements- Farmington Station	650,000	-	520,000	-	-	-	-	130,000
FMA701 - Escalators Replacement- North Temple Station	4,650,000	-	900,000	-	-	-	-	3,750,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - Internal Project Control System Tech Support	175,000	-	-	-	-	-	-	175,000
MSP140 - Box Elder County Corridor Preservation	2,500,000	-	-	-	-	-	2,500,000	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	3,255,000	-	-	-	-	245,000
MSP189 - Signal Pre-emption Projects w/UDOT	1,500,000	-	-	-	1,500,000	-	-	-
MSP193 - Weber County Corridor Preservation	4,800,000	-	1,200,000	-	-	-	3,600,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	32,987,000	-	6,500,000	-	-	18,000,000	7,498,000	989,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,640,000	-	-	-	-	-	-	1,640,000
MSP216 - Point of the Mountain Transit	2,933,000	-	-	-	-	2,933,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	1,052,000	-	-	-	-	-	-	1,052,000
MSP248 - Planning & Environmental Analysis	1,500,000	-	-	-	-	-	-	1,500,000
MSP252 - FrontRunner 2X	20,398,000	-	-	-	20,398,000	-	-	-
MSP253 - MVX BRT	35,396,000	-	21,292,000	-	3,615,000	10,489,000	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	500,000	-	-	-	500,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	29,300,000	21,512,000	7,788,000	-	-	-	-	-
MSP259 - S-Line Extension	31,371,000	-	-	-	3,451,000	18,133,000	6,031,000	3,756,000
MSP260 - 5600 West Bus Route	21,700,000	-	11,975,000	-	-	9,725,000	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	4,414,000	-	-	-	-	-	-	4,414,000
MSP264 - FrontRunner South Extension	3,200,000	-	-	-	-	1,800,000	1,400,000	-
MSP265 - Program Management Support	18,920,000	-	-	-	-	-	-	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	-	-	7,250,000
MSP271 - Maintenance of Way Department Training Yard	2,500,000	-	-	-	-	-	-	2,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	-	2,976,000	-	-	-	-	224,000
MSP287 - UVX BRT 900 East Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	500,000	-	-	-	-	-	-	500,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-

UTA 2026-2030 Five Year Plan - Capital Sources (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	-	-	-	-	-	-	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	1,200,000	-	-	-	1,200,000	-	-	-
MSP320 - TRAX Forward	500,000	-	-	-	-	-	-	500,000
MSP324 - Bus Stop Amenities	2,430,000	-	-	-	-	-	-	2,430,000
MSP325 - 200 South-Phase III-Transit Signal Priority	4,498,000	-	2,000,000	-	-	-	2,498,000	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	98,000	-	-	-	-	-	-	98,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	105,000	-	-	-	-	-	-	105,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	109,000	-	-	-	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	10,500,000	-	-	10,500,000	-	-	-	-
REV209 - Paratransit Bus Replacement	33,776,000	-	-	33,776,000	-	-	-	-
REV211 - Revenue Bus Replacement	103,826,000	-	-	103,326,000	-	-	-	500,000
REV224 - Bus Overhaul	10,000,000	-	-	-	-	-	-	10,000,000
REV232 - Van Pool Vehicle Replacements	8,000,000	-	-	8,000,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	186,692,000	148,192,000	38,500,000	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	550,000	-	-	-	-	-	-	550,000
REV242 - Non-Revenue Specialty Vehicle Replacement	4,500,000	-	-	-	-	-	-	4,500,000
REV243 - Low/No CNG Bus Procurement	21,310,000	-	18,112,000	3,197,000	-	-	-	1,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	3,407,000	-	-	-	-	-	-	3,407,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	3,300,000	-	-	-	-	-	-	3,300,000
SGR040 - Light Rail Vehicle Overhaul Program	31,881,000	-	25,505,000	-	-	-	-	6,376,000
SGR047 - Light Rail Stray Current Control	2,500,000	-	-	-	-	-	-	2,500,000
SGR353 - Locomotive Engine Overhaul	2,800,000	-	2,604,000	-	-	-	-	196,000
SGR359 - Bridge Rehabilitation & Maintenance	2,460,000	-	-	-	-	-	-	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	18,100,000	-	14,480,000	-	-	-	-	3,620,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab	61,500,000	-	49,200,000	-	-	-	-	12,300,000
SGR393 - Grade Crossing Replacement Program	12,000,000	-	9,600,000	-	-	-	-	2,400,000
SGR397 - Traction Power Substation Component Replacement	1,000,000	-	800,000	-	-	-	-	200,000
SGR398 - Overhead Catenary System Rehab and Replacement	17,587,000	-	14,070,000	-	-	-	-	3,517,000
SGR401 - Ballast and Tie replacement	1,500,000	-	-	-	-	-	-	1,500,000
SGR403 - Train Control Rehab & Replacement	32,000,000	-	25,600,000	-	-	-	-	6,400,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	25,000,000	-	20,000,000	-	-	-	-	5,000,000
SGR407 - Bus Stop Enhancements for ADA-compliance	10,705,000	-	-	-	-	-	-	10,705,000
SGR408 - UTA End of Line (EOL) Enhancements	4,435,000	-	3,548,000	-	-	-	-	887,000
SGR409 - UTA Operator Restrooms	9,901,000	-	-	-	-	-	-	9,901,000
SGR410 - Wayside Fiber Rehab/Replacement	3,452,000	-	2,762,000	-	-	-	-	690,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	1,900,000	-	1,520,000	-	-	-	-	380,000
SGR413 - Traction Power Substation Building Rehab	1,100,000	-	880,000	-	-	-	-	220,000
SGR414 - Rail Grinding	5,200,000	-	-	-	-	-	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	-	-	130,000
Enterprise Strategy	29,066,000	-	4,160,000	-	-	-	-	24,906,000
ICI001 - Passenger Station Information Sign Replacement	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	150,000	-	-	-	-	-	-	150,000
ICI179 - Network Infrastructure Equipment & Software	3,500,000	-	-	-	-	-	-	3,500,000
ICI186 - In-House Application Development	750,000	-	-	-	-	-	-	750,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	1,930,000	-	-	-	-	-	-	1,930,000

UTA 2026-2030 Five Year Plan - Capital Sources (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	4,380,000	-	-	-	-	-	-	4,380,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	-	-	-	-	-	-	1,750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	5,200,000	-	4,160,000	-	-	-	-	1,040,000
ICI230 - EAM/WM/RISC (Trapeze)	5,536,000	-	-	-	-	-	-	5,536,000
ICI232 - Trapeze PassWeb for Special Services	245,000	-	-	-	-	-	-	245,000
ICI233 - Technology Systems- State of Good Repair	775,000	-	-	-	-	-	-	775,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	3,500,000	-	-	-	-	-	-	3,500,000
Executive Director (Safety)	5,012,000	-	-	-	-	-	-	5,012,000
FMA604 - Safety General Projects	600,000	-	-	-	-	-	-	600,000
FMA645 - Security Camera Sustainability	3,031,000	-	-	-	-	-	-	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	661,000	-	-	-	-	-	-	661,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	100,000	-	-	-	-	-	-	100,000
Finance	74,488,000	-	18,174,000	-	-	-	3,826,000	52,488,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	1,718,000	-	1,718,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	322,000	-	-	-	-	-	-	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	8,167,000	-	-	-	-	2,042,000
ICI234 - Coordinated Mobility IT Support	252,000	-	252,000	-	-	-	-	-
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	100,000	-	69,000	-	-	-	25,000	6,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	275,000	-	200,000	-	-	-	72,000	3,000
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	175,000	-	128,000	-	-	-	44,000	3,000
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-01	20,000	-	20,000	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	105,000	-	105,000	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	5,000	-	5,000	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	15,000	-	12,000	-	-	-	3,000	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	900,000	-	611,000	-	-	-	240,000	49,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	320,000	-	223,000	-	-	-	95,000	2,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	450,000	-	332,000	-	-	-	90,000	28,000
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	1,303,000	-	885,000	-	-	-	415,000	3,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	-	2,179,000	-	-	-	1,181,000	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	3,262,000	-	2,116,000	-	-	-	1,146,000	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	1,054,000	-	732,000	-	-	-	322,000	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	643,000	-	420,000	-	-	-	193,000	30,000
MSP999 - Capital Contingency	25,000,000	-	-	-	-	-	-	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	-	25,000,000
Operations	51,382,000	-	25,631,000	-	-	-	-	25,751,000
FMA543 - Police Vehicle Replacement/Expansion	4,765,000	-	3,811,000	-	-	-	-	954,000
FMA652 - Facilities Equipment Replacement	7,600,000	-	4,800,000	-	-	-	-	2,800,000
FMA653 - Facilities Rehab/Replacement	4,558,000	-	-	-	-	-	-	4,558,000
FMA672 - Park & Ride Rehab/Replacement	2,400,000	-	-	-	-	-	-	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	2,355,000	-	-	-	-	-	-	2,355,000
FMA684 - Police Equipment	1,725,000	-	1,380,000	-	-	-	-	345,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	2,210,000	-	1,600,000	-	-	-	-	610,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	2,105,000	-	-	-	-	-	-	2,105,000

UTA 2026-2030 Five Year Plan - Capital Sources (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
FMA704 - Mt Ogden Maintenance Building Floor Restoration	939,000	-	-	-	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	2,200,000	-	-	-	-	-	-	2,200,000
SGR416 - Light Rail Vehicle Collision Avoidance System	17,550,000	-	14,040,000	-	-	-	-	3,510,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	2,975,000	-	-	-	-	-	-	2,975,000
People	50,000	-	-	-	-	-	-	50,000
FMA705 - HEP Training Engine Power Bank for Maintenance Training	50,000	-	-	-	-	-	-	50,000
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	8,163,000	-	-	-	-	-	-	8,163,000
MSP198 - Customer Experience and Wayfinding Plan	3,000,000	-	-	-	-	-	-	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	2,713,000	-	-	-	-	-	-	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	500,000	-	-	-	-	-	-	500,000
MSP294 - Planning Studies	1,500,000	-	-	-	-	-	-	1,500,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	150,000	-	-	-	-	-	-	150,000
MSP330 - 2026 Microtransit Vehicle Upfitting	300,000	-	-	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	1,069,129,000	169,704,000	344,262,000	158,799,000	30,664,000	61,080,000	27,353,000	277,267,000

2026 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	276,763,000	47,285,000	88,086,000	36,714,000	14,622,000	31,050,000	9,652,000	49,354,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	-	-	-	-	-	-	1,190,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	1,540,000	-	-	-	-	470,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	240,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	-	1,116,000	-	-	-	-	279,000
FMA700 - Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station	400,000	-	100,000	-	-	-	-	300,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	3,255,000	-	-	-	-	245,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	-	464,000	-	-	3,929,000	536,000	71,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	-	-	-	-	-	-	1,500,000
MSP216 - Point of the Mountain Transit	231,000	-	-	-	-	231,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	6,856,000	-	-	-	6,856,000	-	-	-
MSP253 - MVX BRT	31,715,000	-	21,292,000	-	3,615,000	6,808,000	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	11,062,000	3,274,000	7,788,000	-	-	-	-	-
MSP259 - S-Line Extension	30,086,000	-	-	-	3,451,000	16,848,000	6,031,000	3,756,000
MSP260 - 5600 West Bus Route	3,200,000	-	1,766,000	-	-	1,434,000	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	1,662,000	-	-	-	-	-	-	1,662,000
MSP264 - FrontRunner South Extension	2,300,000	-	-	-	-	1,800,000	500,000	-
MSP265 - Program Management Support	4,000,000	-	-	-	-	-	-	4,000,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	-	-	7,250,000
MSP271 - Maintenance of Way Department Training Yard	2,500,000	-	-	-	-	-	-	2,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000

2026 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	-	2,976,000	-	-	-	-	224,000
MSP287 - UVX BRT 900 East Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	-	-	-	-	-	-	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	400,000	-	-	-	-	-	-	400,000
MSP325 - 200 South-Phase III-Transit Signal Priority	1,285,000	-	600,000	-	-	-	685,000	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900 S	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	9,000	-	-	-	-	-	-	9,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Bus Replacement	16,634,000	-	-	16,634,000	-	-	-	-
REV211 - Revenue Bus Replacement	16,580,000	-	-	16,480,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	44,011,000	10,311,000	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	150,000	-	-	-	-	-	-	150,000
REV242 - Non-Revenue Specialty Vehicle Replacement	500,000	-	-	-	-	-	-	500,000
REV243 - Low/No CNG Bus Procurement	1,000	-	-	-	-	-	-	1,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,050,000	-	-	-	-	-	-	1,050,000
SGR040 - Light Rail Vehicle Overhaul Program	10,500,000	-	8,400,000	-	-	-	-	2,100,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	2,800,000	-	2,604,000	-	-	-	-	196,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	-	-	-	-	-	-	440,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	-	5,000,000	-	-	-	-	1,250,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,000,000	-	1,600,000	-	-	-	-	400,000
SGR397 - Traction Power Substation Component Replacement	1,000,000	-	800,000	-	-	-	-	200,000
SGR398 - Overhead Catenary System Rehab and Replacement	4,462,000	-	3,570,000	-	-	-	-	892,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR407 - Bus Stop Enhancements for ADA-compliance	2,590,000	-	-	-	-	-	-	2,590,000
SGR408 - UTA End of Line (EOL) Enhancements	1,115,000	-	892,000	-	-	-	-	223,000
SGR409 - UTA Operator Restrooms	1,555,000	-	-	-	-	-	-	1,555,000
SGR410 - Wayside Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	-	140,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	1,900,000	-	1,520,000	-	-	-	-	380,000
SGR413 - Traction Power Substation Building Rehab	100,000	-	80,000	-	-	-	-	20,000
SGR414 - Rail Grinding	-	-	-	-	-	-	-	-

2026 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	-	-	130,000
Enterprise Strategy	17,051,000	-	4,160,000	-	-	-	-	12,891,000
ICI001 - Passenger Station Information Sign Replacement	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	1,200,000	-	-	-	-	-	-	1,200,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	475,000	-	-	-	-	-	-	475,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	-	-	-	-	-	-	1,750,000
ICI224 - JDE 9.2 Applications Upgrade UNX	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	5,200,000	-	4,160,000	-	-	-	-	1,040,000
ICI230 - EAM/WM/RISC (Trapeze)	5,356,000	-	-	-	-	-	-	5,356,000
ICI232 - Trapeze PassWeb for Special Services	145,000	-	-	-	-	-	-	145,000
ICI233 - Technology Systems- State of Good Repair	175,000	-	-	-	-	-	-	175,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	1,485,000	-	-	-	-	-	-	1,485,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	645,000	-	-	-	-	-	-	645,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	-	-	-	-	-	-	-	-
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	100,000	-	-	-	-	-	-	100,000
Finance	32,646,000	-	16,589,000	-	-	-	3,826,000	12,231,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	322,000	-	322,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	-	-	-	-	-	-	65,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	8,167,000	-	-	-	-	2,042,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022 UT-	100,000	-	69,000	-	-	-	25,000	6,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-026	275,000	-	200,000	-	-	-	72,000	3,000
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	175,000	-	128,000	-	-	-	44,000	3,000
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	20,000	-	20,000	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021 UT-	105,000	-	105,000	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	5,000	-	5,000	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	15,000	-	12,000	-	-	-	3,000	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-004	900,000	-	611,000	-	-	-	240,000	49,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-018	320,000	-	223,000	-	-	-	95,000	2,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	450,000	-	332,000	-	-	-	90,000	28,000
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	1,303,000	-	885,000	-	-	-	415,000	3,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	-	2,179,000	-	-	-	1,181,000	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	3,262,000	-	2,116,000	-	-	-	1,146,000	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	1,054,000	-	732,000	-	-	-	322,000	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	643,000	-	420,000	-	-	-	193,000	30,000

2026 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	8,974,000	-	2,868,000	-	-	-	-	6,106,000
FMA543 - Police Vehicle Replacement/Expansion	1,138,000	-	910,000	-	-	-	-	228,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	1,253,000	-	-	-	-	-	-	1,253,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	-	-	-	-	-	-	560,000
FMA684 - Police Equipment	275,000	-	220,000	-	-	-	-	55,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	233,000	-	18,000	-	-	-	-	215,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System Re	5,000	-	-	-	-	-	-	5,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	1,600,000	-	-	-	-	-	-	1,600,000
SGR416 - Light Rail Vehicle Collision Avoidance System	150,000	-	120,000	-	-	-	-	30,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	1,280,000	-	-	-	-	-	-	1,280,000
People	50,000	-	-	-	-	-	-	50,000
FMA705 - HEP Training Engine Power Bank for Maintenance Training	50,000	-	-	-	-	-	-	50,000
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	2,244,000	-	-	-	-	-	-	2,244,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	-	-	-	-	-	-	933,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	-	-	-	-	-	-	11,000
MSP330 - 2026 Microtransit Vehicle Upfitting	300,000	-	-	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	339,213,000	47,285,000	111,703,000	36,714,000	14,622,000	31,050,000	13,478,000	84,361,000

2027 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -			Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local	
			Award Executed- Rounded	Sum of Lease- Rounded				Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	219,471,000	24,915,000	78,076,000	40,556,000		8,856,000	23,380,000	9,300,000	34,388,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	-	50,000
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 Bus Charging Infrastructure	-	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-	-
FMA698 - Midvale RSC Operations work space and amenity remodel	589,000	-	-	-	-	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	3,008,000	-	2,406,000	-	-	-	-	-	602,000
FMA700 - Elevator Replacements- Farmington Station	50,000	-	40,000	-	-	-	-	-	10,000
FMA701 - Escalators Replacement- North Temple Station	4,250,000	-	800,000	-	-	-	-	-	3,450,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-	-
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	-	1,000,000	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	-	-	-	-	-	-	-	-	-
MSP185 - OGX BRT	-	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	21,618,000	-	4,780,000	-	-	10,596,000	5,515,000	-	727,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	-	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	-	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	8,156,000	-	-	-	8,156,000	-	-	-	-
MSP253 - MVX BRT	3,681,000	-	-	-	-	3,681,000	-	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	15,500,000	15,500,000	-	-	-	-	-	-	-
MSP259 - S-Line Extension	1,285,000	-	-	-	-	1,285,000	-	-	-
MSP260 - 5600 West Bus Route	17,000,000	-	9,382,000	-	-	7,618,000	-	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	-	-	-	-	-	-	-	-	-
MSP263 - Transit Oriented Development 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 - Maintenance of Way Department Training Yard	-	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-	-

2027 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots (x2)	-	-	-	-	-	-	-	-
MSP287 - UVX BRT 900 East Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 2X - The Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	1,600,000	-	-	-	-	-	-	1,600,000
MSP325 - 200 South-Phase III-Transit Signal Priority	2,785,000	-	1,200,000	-	-	-	1,585,000	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Bus Replacement	9,002,000	-	-	9,002,000	-	-	-	-
REV211 - Revenue Bus Replacement	24,857,000	-	-	24,757,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	18,830,000	9,415,000	9,415,000	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Non-Revenue Specialty Vehicle Replacement	1,000,000	-	-	-	-	-	-	1,000,000
REV243 - Low/No CNG Bus Procurement	21,309,000	-	18,112,000	3,197,000	-	-	-	-
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,200,000	-	-	-	-	-	-	1,200,000
SGR040 - Light Rail Vehicle Overhaul Program	8,919,000	-	7,135,000	-	-	-	-	1,784,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	460,000	-	-	-	-	-	-	460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	2,250,000	-	1,800,000	-	-	-	-	450,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab	8,500,000	-	6,800,000	-	-	-	-	1,700,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - Traction Power Substation Component Replacement	-	-	-	-	-	-	-	-
SGR398 - Overhead Catenary System Rehab and Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	5,600,000	-	4,480,000	-	-	-	-	1,120,000
SGR407 - Bus Stop Enhancements for ADA-compliance	3,160,000	-	-	-	-	-	-	3,160,000
SGR408 - UTA End of Line (EOL) Enhancements	1,600,000	-	1,280,000	-	-	-	-	320,000
SGR409 - UTA Operator Restrooms	2,656,000	-	-	-	-	-	-	2,656,000
SGR410 - Wayside Fiber Rehab/Replacement	682,000	-	546,000	-	-	-	-	136,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	-	-	-	-	-	-	-	-

2027 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -		Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local	
			Award Executed- Rounded					Partner- Rounded	Sum of UTA Local- Rounded
SGR413 - Traction Power Substation Building Rehab	1,000,000	-	800,000		-	-	-	-	200,000
SGR414 - Rail Grinding	1,300,000	-	-		-	-	-	-	1,300,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	-	-	-		-	-	-	-	-
Enterprise Strategy	2,555,000	-	-		-	-	-	-	2,555,000
ICI001 - Passenger Station Information Sign Replacement	-	-	-		-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-		-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-		-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	800,000	-	-		-	-	-	-	800,000
ICI186 - In-House Application Development	150,000	-	-		-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-		-	-	-	-	-
ICI198 - Information and Cybersecurity Program	150,000	-	-		-	-	-	-	150,000
ICI199 - Rail Communication Onboard Tech	-	-	-		-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	300,000	-	-		-	-	-	-	300,000
ICI202 - Radio Communication Infrastructure	-	-	-		-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	-	-	-		-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-		-	-	-	-	-
ICI226 - Radio Communication System	-	-	-		-	-	-	-	-
ICI230 - EAM/WM/RISC (Trapeze)	180,000	-	-		-	-	-	-	180,000
ICI232 - Trapeze PassWeb for Special Services	100,000	-	-		-	-	-	-	100,000
ICI233 - Technology Systems- State of Good Repair	125,000	-	-		-	-	-	-	125,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-		-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-		-	-	-	-	700,000
Executive Director (Safety)	843,000	-	-		-	-	-	-	843,000
FMA604 - Safety General Projects	120,000	-	-		-	-	-	-	120,000
FMA645 - Security Camera Sustainability	636,000	-	-		-	-	-	-	636,000
FMA658 - Bus Replacement Camera System	-	-	-		-	-	-	-	-
FMA681 - Electrical Arc Flash Hazard Analysis	87,000	-	-		-	-	-	-	87,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	-	-	-		-	-	-	-	-
Finance	10,518,000	-	395,000		-	-	-	-	10,123,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	332,000	-	332,000		-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	123,000	-	-		-	-	-	-	123,000
ICI213 - eVoucher Phase 2	-	-	-		-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-		-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000		-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	-	-	-		-	-	-	-	-
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	-	-	-		-	-	-	-	-
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	-	-	-		-	-	-	-	-
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	-	-	-		-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	-	-	-		-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	-	-	-		-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/C	-	-	-		-	-	-	-	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	-	-	-		-	-	-	-	-
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	-	-	-		-	-	-	-	-
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	-	-	-		-	-	-	-	-
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	-	-	-		-	-	-	-	-
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	-	-	-		-	-	-	-	-

2027 Details (DRAFT)

			Sum of Grants -				Sum of Local	
Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Partner- Rounded	Sum of UTA Local- Rounded
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	-	-	-	-	-	-	-	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	-	-	-	-	-	-	-	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	15,328,000	-	6,619,000	-	-	-	-	8,709,000
FMA543 - Police Vehicle Replacement/Expansion	1,172,000	-	937,000	-	-	-	-	235,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	890,000	-	-	-	-	-	-	890,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	495,000	-	-	-	-	-	-	495,000
FMA684 - Police Equipment	275,000	-	220,000	-	-	-	-	55,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	1,977,000	-	1,582,000	-	-	-	-	395,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	2,100,000	-	-	-	-	-	-	2,100,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	939,000	-	-	-	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	600,000	-	-	-	-	-	-	600,000
SGR416 - Light Rail Vehicle Collision Avoidance System	2,850,000	-	2,280,000	-	-	-	-	570,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	1,550,000	-	-	-	-	-	-	1,550,000
People	-	-	-	-	-	-	-	-
FMA705 - HEP Training Engine Power Bank for Maintenance Training	-	-	-	-	-	-	-	-
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,509,000	-	-	-	-	-	-	1,509,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	64,000	-	-	-	-	-	-	64,000
MSP330 - 2026 Microtransit Vehicle Upfitting	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	250,224,000	24,915,000	85,090,000	40,556,000	8,856,000	23,380,000	9,300,000	58,127,000

2028 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	180,425,000	52,117,000	64,457,000	25,528,000	3,093,000	3,525,000	3,033,000	28,672,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
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 Bus Charging Infrastructure	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698 - Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	3,008,000	-	2,406,000	-	-	-	-	602,000
FMA700 - Elevator Replacements- Farmington Station	600,000	-	480,000	-	-	-	-	120,000
FMA701 - Escalators Replacement- North Temple Station	-	-	-	-	-	-	-	-
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	500,000	-	-	-	-	-	500,000	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP185 - OGX BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	4,860,000	-	957,000	-	-	2,652,000	1,105,000	146,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	10,000	-	-	-	-	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	2,693,000	-	-	-
MSP253 - MVX BRT	-	-	-	-	-	-	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	2,738,000	2,738,000	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	1,500,000	-	827,000	-	-	673,000	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	-	-	-	-	-	-	-	-
MSP263 - Transit Oriented Development 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 - Maintenance of Way Department Training Yard	-	-	-	-	-	-	-	-

2028 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots (x2)	-	-	-	-	-	-	-	-
MSP287 - UVX BRT 900 East Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 2X - The Point Improvements	-	-	-	-	-	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	410,000	-	-	-	-	-	-	410,000
MSP325 - 200 South-Phase III-Transit Signal Priority	428,000	-	200,000	-	-	-	228,000	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Bus Replacement	8,140,000	-	-	8,140,000	-	-	-	-
REV211 - Revenue Bus Replacement	13,888,000	-	-	13,788,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	68,153,000	49,379,000	18,774,000	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Non-Revenue Specialty Vehicle Replacement	1,000,000	-	-	-	-	-	-	1,000,000
REV243 - Low/No CNG Bus Procurement	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	1,000	-	-	-	-	-	-	1,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,050,000	-	-	-	-	-	-	1,050,000
SGR040 - Light Rail Vehicle Overhaul Program	6,801,000	-	5,441,000	-	-	-	-	1,360,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	500,000	-	-	-	-	-	-	500,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	3,250,000	-	2,600,000	-	-	-	-	650,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab	20,000,000	-	16,000,000	-	-	-	-	4,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - Traction Power Substation Component Replacement	-	-	-	-	-	-	-	-
SGR398 - Overhead Catenary System Rehab and Replacement	3,625,000	-	2,900,000	-	-	-	-	725,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	6,700,000	-	5,360,000	-	-	-	-	1,340,000
SGR407 - Bus Stop Enhancements for ADA-compliance	1,572,000	-	-	-	-	-	-	1,572,000
SGR408 - UTA End of Line (EOL) Enhancements	585,000	-	468,000	-	-	-	-	117,000
SGR409 - UTA Operator Restrooms	1,920,000	-	-	-	-	-	-	1,920,000
SGR410 - Wayside Fiber Rehab/Replacement	680,000	-	544,000	-	-	-	-	136,000

2028 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	-	-	-	-	-	-	-	-
SGR413 - Traction Power Substation Building Rehab	-	-	-	-	-	-	-	-
SGR414 - Rail Grinding	2,600,000	-	-	-	-	-	-	2,600,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	-	-	-	-	-	-	-	-
Enterprise Strategy	3,435,000	-	-	-	-	-	-	3,435,000
ICI001 - Passenger Station Information Sign Replacement	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	260,000	-	-	-	-	-	-	260,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	1,600,000	-	-	-	-	-	-	1,600,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230 - EAM/WM/RISC (Trapeze)	-	-	-	-	-	-	-	-
ICI232 - Trapeze PassWeb for Special Services	-	-	-	-	-	-	-	-
ICI233 - Technology Systems- State of Good Repair	175,000	-	-	-	-	-	-	175,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	907,000	-	-	-	-	-	-	907,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	500,000	-	-	-	-	-	-	500,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Electrical Arc Flash Hazard Analysis	287,000	-	-	-	-	-	-	287,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	-	-	-	-	-	-	-	-
Finance	10,445,000	-	405,000	-	-	-	-	10,040,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	342,000	-	342,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	40,000	-	-	-	-	-	-	40,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	-	-	-	-	-	-	-	-
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	-	-	-	-	-	-	-	-
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	-	-	-	-	-	-	-	-
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	-	-	-	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	-	-	-	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	-	-	-	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/C	-	-	-	-	-	-	-	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	-	-	-	-	-	-	-	-

2028 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	-	-	-	-	-	-	-	-
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	-	-	-	-	-	-	-	-
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	-	-	-	-	-	-	-	-
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	-	-	-	-	-	-	-	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	-	-	-	-	-	-	-	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	-	-	-	-	-	-	-	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	11,200,000	-	7,240,000	-	-	-	-	3,960,000
FMA543 - Police Vehicle Replacement/Expansion	725,000	-	580,000	-	-	-	-	145,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	1,025,000	-	-	-	-	-	-	1,025,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA684 - Police Equipment	475,000	-	380,000	-	-	-	-	95,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	-	-	-	-	-	-	-	-
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	-	-	-	-	-	-	-	-
SGR416 - Light Rail Vehicle Collision Avoidance System	5,850,000	-	4,680,000	-	-	-	-	1,170,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	145,000	-	-	-	-	-	-	145,000
People	-	-	-	-	-	-	-	-
FMA705 - HEP Training Engine Power Bank for Maintenance Training	-	-	-	-	-	-	-	-
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,520,000	-	-	-	-	-	-	1,520,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	75,000	-	-	-	-	-	-	75,000
MSP330 - 2026 Microtransit Vehicle Upfitting	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	207,932,000	52,117,000	72,102,000	25,528,000	3,093,000	3,525,000	3,033,000	48,534,000

2029 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	142,615,000	40,697,000	38,617,000	29,640,000	3,393,000	974,000	1,521,000	27,773,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
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 Bus Charging Infrastructure	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698 - Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,613,000	-	1,290,000	-	-	-	-	323,000
FMA700 - Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station	-	-	-	-	-	-	-	-
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP185 - OGX BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	1,415,000	-	278,000	-	-	774,000	321,000	42,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	10,000	-	-	-	-	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	2,693,000	-	-	-
MSP253 - MVX BRT	-	-	-	-	-	-	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	-	-	-	-	-	-	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	-	-	-	-	-	-	-	-
MSP263 - Transit Oriented Development 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 - Maintenance of Way Department Training Yard	-	-	-	-	-	-	-	-

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MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots (x2)	-	-	-	-	-	-	-	-
MSP287 - UVX BRT 900 East Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 2X - The Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	10,000	-	-	-	-	-	-	10,000
MSP325 - 200 South-Phase III-Transit Signal Priority	-	-	-	-	-	-	-	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	11,000	-	-	-	-	-	-	11,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	11,000	-	-	-	-	-	-	11,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,500,000	-	-	2,500,000	-	-	-	-
REV209 - Paratransit Bus Replacement	-	-	-	-	-	-	-	-
REV211 - Revenue Bus Replacement	25,640,000	-	-	25,540,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	40,697,000	40,697,000	-	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Non-Revenue Specialty Vehicle Replacement	1,000,000	-	-	-	-	-	-	1,000,000
REV243 - Low/No CNG Bus Procurement	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	3,406,000	-	-	-	-	-	-	3,406,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
SGR040 - Light Rail Vehicle Overhaul Program	3,661,000	-	2,929,000	-	-	-	-	732,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	520,000	-	-	-	-	-	-	520,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	5,100,000	-	4,080,000	-	-	-	-	1,020,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab	15,000,000	-	12,000,000	-	-	-	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - Traction Power Substation Component Replacement	-	-	-	-	-	-	-	-
SGR398 - Overhead Catenary System Rehab and Replacement	5,000,000	-	4,000,000	-	-	-	-	1,000,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	6,900,000	-	5,520,000	-	-	-	-	1,380,000
SGR407 - Bus Stop Enhancements for ADA-compliance	1,565,000	-	-	-	-	-	-	1,565,000
SGR408 - UTA End of Line (EOL) Enhancements	585,000	-	468,000	-	-	-	-	117,000
SGR409 - UTA Operator Restrooms	1,885,000	-	-	-	-	-	-	1,885,000
SGR410 - Wayside Fiber Rehab/Replacement	690,000	-	552,000	-	-	-	-	138,000

2029 Details (DRAFT)

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SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	-	-	-	-	-	-	-	-
SGR413 - Traction Power Substation Building Rehab	-	-	-	-	-	-	-	-
SGR414 - Rail Grinding	1,300,000	-	-	-	-	-	-	1,300,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	-	-	-	-	-	-	-	-
Enterprise Strategy	2,875,000	-	-	-	-	-	-	2,875,000
ICI001 - Passenger Station Information Sign Replacement	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	-	-	-	-	-	-	-	-
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	495,000	-	-	-	-	-	-	495,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	880,000	-	-	-	-	-	-	880,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230 - EAM/WM/RISC (Trapeze)	-	-	-	-	-	-	-	-
ICI232 - Trapeze PassWeb for Special Services	-	-	-	-	-	-	-	-
ICI233 - Technology Systems- State of Good Repair	150,000	-	-	-	-	-	-	150,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	1,007,000	-	-	-	-	-	-	1,007,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	600,000	-	-	-	-	-	-	600,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Electrical Arc Flash Hazard Analysis	287,000	-	-	-	-	-	-	287,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	-	-	-	-	-	-	-	-
Finance	10,484,000	-	415,000	-	-	-	-	10,069,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	352,000	-	352,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	69,000	-	-	-	-	-	-	69,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	-	-	-	-	-	-	-	-
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	-	-	-	-	-	-	-	-
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	-	-	-	-	-	-	-	-
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	-	-	-	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	-	-	-	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	-	-	-	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/C	-	-	-	-	-	-	-	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	-	-	-	-	-	-	-	-
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	-	-	-	-	-	-	-	-

2029 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	-	-	-	-	-	-	-	-
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	-	-	-	-	-	-	-	-
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	-	-	-	-	-	-	-	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	-	-	-	-	-	-	-	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	-	-	-	-	-	-	-	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	9,080,000	-	5,424,000	-	-	-	-	3,656,000
FMA543 - Police Vehicle Replacement/Expansion	730,000	-	584,000	-	-	-	-	146,000
FMA652 - Facilities Equipment Replacement	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	720,000	-	-	-	-	-	-	720,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	300,000	-	-	-	-	-	-	300,000
FMA684 - Police Equipment	350,000	-	280,000	-	-	-	-	70,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	-	-	-	-	-	-	-	-
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	-	-	-	-	-	-	-	-
SGR416 - Light Rail Vehicle Collision Avoidance System	5,700,000	-	4,560,000	-	-	-	-	1,140,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	-	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-	-
FMA705 - HEP Training Engine Power Bank for Maintenance Training	-	-	-	-	-	-	-	-
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	-	-	-	-	-	-	-	-
MSP330 - 2026 Microtransit Vehicle Upfitting	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	167,506,000	40,697,000	44,456,000	29,640,000	3,393,000	974,000	1,521,000	46,825,000

2030 Details (DRAFT)

Office/Projects	Sum of Grants - Award						Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
Capital Services	81,694,000	4,690,000	27,061,000	26,361,000	700,000	2,151,000	21,000	20,710,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
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 Bus Charging Infrastructure	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698 - Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	-	-	-	-	-	-	-	-
FMA700 - Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station	-	-	-	-	-	-	-	-
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP185 - OGX BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	94,000	-	21,000	-	-	49,000	21,000	3,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	2,102,000	-	-	-	-	2,102,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	10,000	-	-	-	-	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	-	-	-	-	-	-	-	-
MSP253 - MVX BRT	-	-	-	-	-	-	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	-	-	-	-	-	-	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	-	-	-	-	-	-	-	-
MSP263 - Transit Oriented Development Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	-	-	-	-	-	-	-	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-

2030 Details (DRAFT)

Office/Projects	Sum of Grants - Award						Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
MSP271 - Maintenance of Way Department Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots (x2)	-	-	-	-	-	-	-	-
MSP287 - UVX BRT 900 East Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 2X - The Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	10,000	-	-	-	-	-	-	10,000
MSP325 - 200 South-Phase III-Transit Signal Priority	-	-	-	-	-	-	-	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	87,000	-	-	-	-	-	-	87,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	94,000	-	-	-	-	-	-	94,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Bus Replacement	-	-	-	-	-	-	-	-
REV211 - Revenue Bus Replacement	22,861,000	-	-	22,761,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	4,690,000	4,690,000	-	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Non-Revenue Specialty Vehicle Replacement	1,000,000	-	-	-	-	-	-	1,000,000
REV243 - Low/No CNG Bus Procurement	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
SGR040 - Light Rail Vehicle Overhaul Program	2,000,000	-	1,600,000	-	-	-	-	400,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	540,000	-	-	-	-	-	-	540,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	1,250,000	-	1,000,000	-	-	-	-	250,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab	15,000,000	-	12,000,000	-	-	-	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - Traction Power Substation Component Replacement	-	-	-	-	-	-	-	-
SGR398 - Overhead Catenary System Rehab and Replacement	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,000,000	-	4,800,000	-	-	-	-	1,200,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	3,300,000	-	2,640,000	-	-	-	-	660,000
SGR407 - Bus Stop Enhancements for ADA-compliance	1,818,000	-	-	-	-	-	-	1,818,000
SGR408 - UTA End of Line (EOL) Enhancements	550,000	-	440,000	-	-	-	-	110,000

2030 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award				Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
			Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
SGR409 - UTA Operator Restrooms	1,885,000	-	-	-	-	-	-	1,885,000
SGR410 - Wayside Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	-	140,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	-	-	-	-	-	-	-	-
SGR413 - Traction Power Substation Building Rehab	-	-	-	-	-	-	-	-
SGR414 - Rail Grinding	-	-	-	-	-	-	-	-
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	-	-	-	-	-	-	-	-
Enterprise Strategy	3,150,000	-	-	-	-	-	-	3,150,000
ICI001 - Passenger Station Information Sign Replacement	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	-	-	-	-	-	-	-	-
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	550,000	-	-	-	-	-	-	550,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	1,100,000	-	-	-	-	-	-	1,100,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230 - EAM/WM/RISC (Trapeze)	-	-	-	-	-	-	-	-
ICI232 - Trapeze PassWeb for Special Services	-	-	-	-	-	-	-	-
ICI233 - Technology Systems- State of Good Repair	150,000	-	-	-	-	-	-	150,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	770,000	-	-	-	-	-	-	770,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	650,000	-	-	-	-	-	-	650,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Electrical Arc Flash Hazard Analysis	-	-	-	-	-	-	-	-
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	-	-	-	-	-	-	-	-
Finance	10,395,000	-	370,000	-	-	-	-	10,025,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	370,000	-	370,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	25,000	-	-	-	-	-	-	25,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	-	-	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	-	-	-	-	-	-	-	-
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	-	-	-	-	-	-	-	-
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	-	-	-	-	-	-	-	-
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-01	-	-	-	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	-	-	-	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	-	-	-	-	-	-	-	-

2030 Details (DRAFT)

Office/Projects	Sum of Grants - Award						Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/	-	-	-	-	-	-	-	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	-	-	-	-	-	-	-	-
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	-	-	-	-	-	-	-	-
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	-	-	-	-	-	-	-	-
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	-	-	-	-	-	-	-	-
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	-	-	-	-	-	-	-	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	-	-	-	-	-	-	-	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	-	-	-	-	-	-	-	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	6,800,000	-	3,480,000	-	-	-	-	3,320,000
FMA543 - Police Vehicle Replacement/Expansion	1,000,000	-	800,000	-	-	-	-	200,000
FMA652 - Facilities Equipment Replacement	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	670,000	-	-	-	-	-	-	670,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA684 - Police Equipment	350,000	-	280,000	-	-	-	-	70,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	-	-	-	-	-	-	-	-
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	-	-	-	-	-	-	-	-
SGR416 - Light Rail Vehicle Collision Avoidance System	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	-	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-	-
FMA705 - HEP Training Engine Power Bank for Maintenance Training	-	-	-	-	-	-	-	-
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	-	-	-	-	-	-	-	-
MSP330 - 2026 Microtransit Vehicle Upfitting	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	104,254,000	4,690,000	30,911,000	26,361,000	700,000	2,151,000	21,000	39,420,000

2026-2030 Five Year Capital Plan (Draft)

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
Capital Services	276,763,000	219,471,000	180,425,000	142,615,000	81,694,000	900,968,000
FMA516 - Corridor Fencing	50,000	50,000	50,000	50,000	50,000	250,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	1,040,000	540,000	500,000	500,000	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	-	-	-	2,010,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	589,000	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
FMA700 - Elevator Replacements- Farmington Station	-	50,000	600,000	-	-	650,000
FMA701 - Escalators Replacement- North Temple Station	400,000	4,250,000	-	-	-	4,650,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
MSP132 - Internal Project Control System Tech Support	35,000	35,000	35,000	35,000	35,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	500,000	-	-	2,500,000
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	-	-	-	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	-	4,800,000
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	21,618,000	4,860,000	1,415,000	94,000	32,987,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	70,000	70,000	-	-	1,640,000
MSP216 - Point of the Mountain Transit	231,000	200,000	200,000	200,000	2,102,000	2,933,000
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	511,000	10,000	10,000	10,000	1,052,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	6,856,000	8,156,000	2,693,000	2,693,000	-	20,398,000
MSP253 - MVX BRT	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	11,062,000	15,500,000	2,738,000	-	-	29,300,000
MSP259 - S-Line Extension	30,086,000	1,285,000	-	-	-	31,371,000
MSP260 - 5600 West Bus Route	3,200,000	17,000,000	1,500,000	-	-	21,700,000
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	1,662,000	688,000	688,000	688,000	688,000	4,414,000
MSP264 - FrontRunner South Extension	2,300,000	300,000	300,000	300,000	-	3,200,000
MSP265 - Program Management Support	4,000,000	3,730,000	3,730,000	3,730,000	3,730,000	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	7,250,000



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S): Nichol Bourdeaux, Chief Planning and Engagement Officer
Jaron Robertson, Director of Planning

TITLE:

2026 Customer Experience Wayfinding and Bus Stop Improvement Plans

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational Only

BACKGROUND:

UTA's Customer Experience team leads agencywide efforts to enhance customer information, signage, and bus stop amenities across the UTA network. With over 5,000 bus stops, 52 Light Rail stations, 7 Streetcar stations, 16 Commuter Rail stations, and 32 Bus Rapid Transit stations, ongoing improvement initiatives are essential to maintaining a high-quality customer experience. These efforts directly support the UTA 2030 Strategic Plan priority of *Exceeding Customer Expectations*, which states: "UTA puts its customers first by providing an easy, enjoyable, and accessible transit experience where customers feel engaged, safe, and cared about."

UTA's Wayfinding Plan defines the types, quantities, and design standards needed to improve UTA's transit signage system. It outlines how to standardize and enhance existing signs, align them with international best practices, estimate realistic costs and materials, and guide the rollout and placement of new and updated signage across the network.

UTA's Bus Stop Master Plan (BSMP) provides a consistent framework for evaluating, designing, and prioritizing stop improvements. This includes an inventory of current conditions and outlines shared goals, design standards, and a prioritization process for investment.

DISCUSSION:

UTA staff will discuss the following:

- 2025 Accomplishments
 - 2026 Wayfinding and Bus Stop Improvement Plans
 - Change Day Plans
 - Planned Disruptions
 - Bus Stop Signage Improvements
 - Bus Stop Improvements
 - Capital Wayfinding Improvement Plan
-

ALTERNATIVES:

N/A

FISCAL IMPACT:

Wayfinding and bus stop enhancement costs are included in the current and proposed budgets and capital plans under capital project codes MSP 198 and SGR 407.

- MSP 198 Wayfinding Plan: 2026 Tentative Budget \$600,000
 - SGR 407 Bus Stop Enhancements: 2026 Tentative Budget \$2,590,000
-

ATTACHMENTS:

- [Wayfinding Plan <https://www.rideuta.com/About-UTA/UTA-Reports-and-Documents>](https://www.rideuta.com/About-UTA/UTA-Reports-and-Documents)
- [Bus Stop Master Plan <https://www.rideuta.com/-/media/Files/About-UTA/BSMP_2024.pdf>](https://www.rideuta.com/-/media/Files/About-UTA/BSMP_2024.pdf)



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 11/12/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jay Fox, Executive Director
PRESENTER(S): Carlton Christensen, Chair of Board of Trustees

TITLE:

Strategy Session to Discuss Topics as Defined in Utah Code 52-4-205 (1):

- The character, professional competence, or physical or mental health of an individual
 - Pending or reasonably imminent litigation
-

AGENDA ITEM TYPE:

Closed Session

RECOMMENDATION:

Approve moving to closed session in accordance with Utah Code 52-4-205 (1).

BACKGROUND:

Utah Open and Public Meetings Act allows for the Board of Trustees to meet in a session closed to the public for various specific purposes.

DISCUSSION:

The purpose of this closed session is to discuss:

- The character, professional competence, or physical or mental health of an individual.

See Utah Code 52-4-205 (1) (a)

- Pending or reasonably imminent litigation.

See Utah Code 52-4-205 (1) (c)
