



Utah Transit Authority

Board of Trustees

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, September 24, 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** Ann Green-Barton
4. **Public Comment** Chair Carlton Christensen
5. **Consent** Chair Carlton Christensen
 - a. Approval of September 10, 2025, Board Meeting Minutes
6. **Reports**
 - a. Executive Director Report Jay Fox
 - APTA Award - UTA 2025 Outstanding Public Transportation System Achievement
 - b. Strategic Plan Minute: Generating Critical Economic Value - Economic Value Campaign Jay Fox
 - c. Pension Committee Report Jeff Acerson
7. **Resolutions**
 - a. R2025-09-05 - Resolution Approving the First Amendment to the Authority's 2025-2029 Five-Year Capital Plan Viola Miller
Daniel Hofer
 - b. R2025-09-06 - Resolution Approving the First Amendment to the Authority's 2025 Capital Budget Viola Miller
Daniel Hofer
 - c. R2025-09-07 - Resolution Accepting the Conveyance of Real Property Interests Associated with the FrontRunner 2X and FrontRunner Point Improvements Projects Jared Scarbrough
Paul Drake
Janelle Robertson

8. Contracts, Disbursements and Grants

- | | | |
|----|---|----------------------------|
| a. | Change Order: Outside Legal Services Modification to Increase Not-To-Exceed Amount for Outside Legal Services Pool (Chapman and Cutter; Fabian VanCott; Gilmore Bell; Jackson Lewis PC; Kaplan, Kirsch, & Rockwell LLP; Kutak Rock LLP; Nossamon LLP; Parsons, Behle, & Latimer PLC; Spencer Fane LLP; Venable LLP) | David Wilkins
Mike Bell |
| b. | Change Order: On-Call Infrastructure Maintenance Contract Task Order #25-043 - Maintenance Of Way Training Yard Construction (Stacy and Witbeck, Inc.) | David Osborn |
| c. | Change Order: State and Local External Relations Services (ASG Consulting, LLC) | Annette Royle |

9. Budget and Other Approvals

- | | | |
|----|---|--------------------------------|
| a. | TBA2025-09-03 - Technical Budget Adjustment - 2025 Operating Budget | Viola Miller
Brad Armstrong |
|----|---|--------------------------------|

10. Discussion Items

- | | | |
|----|---|--|
| a. | Next Generation Fare Collection System Update | Monica Howe
Brian Reeves |
| b. | 2025-2026 UTA Insurance Program and Renewals | Brian Reeves |
| c. | Summary of the Series 2025 Bond Issuance | Viola Miller
Brian Reeves
Brian Baker |
| d. | Revised 2026-2030 Five-Year Capital Plan Overview | Jared Scarbrough
Daniel Hofer |
| e. | Tentative 2026 Operating and Capital Budget | Viola Miller
Brad Armstrong
Daniel Hofer |

11. Other Business

Chair Carlton Christensen

- | | |
|----|---|
| a. | Next Meeting: Wednesday, October 8, 2025 at 9:00 a.m. |
|----|---|

12. 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_09-24-25 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, September 23rd 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.



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Board of Trustees

Date: 9/24/2025

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

TITLE:

Approval of September 10, 2025, Board Meeting Minutes

AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the September 10, 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, September 10, 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/pm/sitemap/notice/1020873.html>](https://www.utah.gov/pm/sitemap/notice/1020873.html) and video feed is available through the [UTA Public Meeting Portal <https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243574&GUID=7AC60193-334A-41B1-902F-3F094D26D5AD>](https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243574&GUID=7AC60193-334A-41B1-902F-3F094D26D5AD).

ATTACHMENTS:

1. 2025-09-10_BOT_Minutes_unapproved



Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, September 10, 2025

9:00 AM

FrontLines Headquarters

Present: Trustee Beth Holbrook
Trustee Jeff Acerson

Excused: Chair Carlton Christensen

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen was excused from the meeting. Trustee Jeff Acerson, in the role of acting chair, 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

Jared Scarbrough, UTA Acting Chief Capital Services Officer, delivered a brief safety message.

4. Public Comment

In Person/Virtual Comment

No in person or virtual comment was given.

Online Comment

No online comment was received.

5. Consent

- a. **Approval of August 13, 2025, Board Meeting Minutes**
- b. **Approval of August 11, 2025, Budget Work Session Meeting Minutes**
- c. **Approval of August 12, 2025, Budget Work Session Meeting Minutes**
- d. **Approval of August 14, 2025, Budget Work Session Meeting Minutes**

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, to approve the consent agenda. The motion carried by a unanimous vote.

6. Reports**a. Executive Director Report****- UTA Recognition – Mt. Ogden Bus Maintenance Team****American Public Transportation Association (APTA) Award**

Jay Fox, UTA Executive Director, mentioned UTA will be honored next week with the APTA Outstanding Public Transportation System Award.

UTA Recognition - Mt. Ogden Bus Maintenance Team

Jay Fox was joined by Camille Glenn, UTA Regional General Manager - Salt Lake and Mt. Ogden Service Units.

Glenn recognized the Mt. Ogden bus maintenance team for their efforts to secure and preserve UTA vehicles and preserve property when a large fire ignited at the apartment complex adjacent to the Mt. Ogden facility.

b. Strategic Plan Minute: Organizational Excellence – Trapeze Implementation

Jay Fox was joined by Marci Warren, UTA Senior IT Project Manager.

Fox delivered a progress report on the Trapeze software implementation.

Discussion ensued. Warren explained future-state plans for the various departments impacted by the implementation and the go-live timeline.

c. Financial Report - July 2025

Brian Reeves, UTA Associate Chief Financial Officer, was joined by Brad Armstrong, UTA Director of Budget & Financial Strategy, and Daniel Hofer, UTA Director of Capital Programming & Support.

Staff reviewed the following:

- Financial dashboard
- Sales tax revenue
- Sales tax collections by county
- Passenger revenues
- Full-time equivalent (FTE) staffing
- Operating financial results
- Capital spending by chief office
- Actual versus forecast spend year-to-date on capital expenses
- Capital funding sources
- Accounts payable, procurement, and fares metrics

Discussion ensued. Staff described the procurement support contract terms and committed to provide more information to the board on planning and engagement

budget spenddown.

7. Resolutions

a. R2025-09-01 - Resolution Adopting the 5600 W Old Bingham Highway Station Area Plan

Paul Drake, UTA Director of Real Estate & Transit-Oriented Development, was joined by Valarie Williams, UTA Transit-Oriented Communities Project Specialist I.

Drake summarized the resolution, which adopts the 5600 W Old Bingham Highway Station Area Plan (SAP).

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

Aye: Trustee Holbrook, and Trustee Acerson

Excused: Chair Christensen

b. R2025-09-02 - Resolution Adopting the Draper Town Center Station Area Plan

Paul Drake was joined by Valarie Williams.

Drake summarized the resolution, which adopts the Draper Town Center SAP.

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

Aye: Trustee Holbrook, and Trustee Acerson

Excused: Chair Christensen

c. R2025-09-03 - Resolution Adopting the Roy Station Area Plan

Paul Drake was joined by Valarie Williams.

Drake summarized the resolution, which adopts the Roy SAP.

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

Aye: Trustee Holbrook, and Trustee Acerson

Excused: Chair Christensen

d. R2025-09-04 - Resolution Adopting the Sandy Station Area Plans

Paul Drake was joined by Valarie Williams.

Drake summarized the resolution, which adopts the Sandy SAPs.

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

Aye: Trustee Holbrook, and Trustee Acerson

Excused: Chair Christensen

8. Budget and Other Approvals

a. TBA2025-09-01 – Technical Budget Adjustment – 2025 Capital Program

Brian Reeves was joined by Daniel Hofer.

Hofer outlined the 2025 capital program technical budget adjustment, which reallocates \$697,000 in the existing budget to aid in project delivery.

Discussion ensued. At the request of the board, staff indicated they would adjust any future year-to-date contingency summaries to reflect a January 1 start date.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this technical budget adjustment be approved. The motion carried by a unanimous vote.

b. TBA2025-09-02 – Technical Budget Adjustment – 2025 Operating Budget

Brian Reeves was joined by Brad Armstrong.

Armstrong outlined the 2025 operating budget technical budget adjustment, which adds 1.0 FTE to the 2025 for a procurement and contracts specialist position to support UTA's supply chain contracting process. The additional FTE will be funded with existing capital budget funds and has net neutral effect on the budget.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this technical budget adjustment be approved. The motion carried by a unanimous vote.

9. Contracts, Disbursements and Grants

a. Contract: FrontRunner Passenger Seating Foam Kits (Chestnut Ridge Foam, Inc.)

Kyle Stockley, UTA Director of Capital Vehicles, requested the board approve a \$1,036,615.64 contract with Chestnut Ridge Foam, Inc. for foam kits to refurbish the passenger seats on 38 FrontRunner rail cars.

Discussion ensued during which Stockley responded to general questions on the seat replacement program.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

b. Contract: S70 Articulation Bearing Overhaul Kits (Hubner Manufacturing Corp.)

Kyle Stockley requested the board approve a \$2,051,782.40 contract with Hubner

Manufacturing Corp. for 83 articulation joint overhaul kits for UTA's S70 light rail vehicles.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

c. Contract: ECO Bus Lift Replacement - Mt. Ogden (Steril-Koni USA, Inc.)

Kevin Anderson, UTA Director of Maintenance Support, requested the board approve a \$305,916.42 contract with Steril-Koni USA, Inc. for the procurement of a bus lift for the Mt. Ogden bus garage.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

d. Contract: Land Use Lease Agreement (Eagle Mountain City)

Jared Scarbrough was joined by David Osborn, UTA Acting Director of Capital Design & Construction.

Osborn requested the board approve a land use lease agreement with Eagle Mountain City (Eagle Mountain). According to the agreement, Eagle Mountain will donate Parcel 58:034:0424 to UTA at no cost as an in-kind contribution to the Utah County park and ride project, and UTA will construct and operate a park and ride facility in the northeast quadrant of Pony Express Parkway and Rock Creek Road and provide bus service along Pony Express Parkway. The agreement has a term of 50 years with an option to renew for an additional 25 years.

Discussion ensued. A question on the lease term was posed by the board and answered by staff.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this agreement be approved. The motion carried by a unanimous vote.

e. Contract: Utah County Park and Ride Facilities (Geneva Rock)

Jared Scarbrough was joined by David Osborn.

Osborn requested the board approve a not-to-exceed \$2,463,007.50 contract with Geneva Rock for construction of the first phase of the Utah County park and ride project.

Discussion ensued. Questions on the number of bus shelters at the Eagle Mountain park and ride lot were posed by the board and answered by staff.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved contingent upon the execution of the land use agreement with Eagle Mountain City (see agenda item 9.d.). The motion carried by a unanimous vote.

f. Change Order: On-Call Infrastructure Maintenance Contract Task Order #25-024 - Central Ave. TRAX Grade Crossing Replacement (Stacy and Witbeck, Inc.)

David Osborn requested the board approve a \$464,013 change order to the on-call contract with Stacy and Witbeck, Inc. for a TRAX grade crossing replacement at Central Avenue in Millcreek. The total contract value, including the change order, is \$22,309,983.

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

g. Change Order: Next Generation Fare Collection System Change Order No. 8 - Additional Onboard Validators (Scheidt & Bachmann USA, Inc.)

Monica Howe, UTA Fares Director, requested the board approve a \$730,500 change order to the contract with Scheidt & Bachmann USA, Inc. for 142 additional onboard bus validators for the fare collection system upgrade. The total contract value, including the change order, is \$33,193,232.

Discussion ensued. Clarifying questions regarding maintenance costs were posed by the board and answered by Howe.

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

h. Pre-Procurements

- **On-Site Health and Wellness Clinic**
- **Pension Actuarial Services**
- **Final Bus Stop/End of Line Design Services for Davis-SLC Connector**
- **Meadowbrook Bus Chargers**

Todd Mills, UTA Director of Supply Chain, indicated the agency intends to procure the goods and services outlined on the meeting agenda.

Discussion ensued. A question on UTA's partnership with Rocky Mountain Power on electrification projects was posed by the board and answered by staff.

10. Other Business

- a. Next Meeting: Wednesday, September 24, 2025 at 9:00 a.m.

11. Closed Session

- a. **Strategy Session to Discuss Topics as Defined in Utah Code 52-4-205 (1):**
- **Collective bargaining**

No closed session was held.

12. Open Session

The entire meeting was conducted in open session.

13. Adjourn

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 10:24 a.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
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/1020817.html> for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at https://rideuta.granicus.com/player/clip/385?view_id=1&redirect=true.

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

Approved Date:

Carlton J. Christensen
Chair, Board of Trustees



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Board of Trustees

Date: 9/24/2025

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

TITLE:

Executive Director Report

- **APTA Award - UTA 2025 Outstanding Public Transportation System Achievement**

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

Jay Fox, Executive Director, will provide the following:

- **APTA Award - UTA 2025 Outstanding Public Transportation System Achievement**



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Board of Trustees

Date: 9/24/2025

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 Value - Economic Value Campaign

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. Communications and Marketing own this strategic initiative of implementing the Economic Value Campaign. 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: 9/24/2025

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

TITLE:

Pension Committee Report

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

DISCUSSION:
The Pension Committee met on September 11, 2025. Trustee Jeff Acerson is Chair of the Pension Committee and will provide an update on Pension Committee activities.



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 9/24/2025

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:

R2025-09-05 - Resolution Approving the First Amendment to the Authority's 2025-2029 Five-Year Capital Plan

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Recommend approval by UTA Board of Trustees for Amendment 1 to the 2025-2029 Five-Year Capital Plan

BACKGROUND:

Board Policy 2.3 Budget allows the Board of Trustees to amend or supplement the Authority's budget (including the first year of the five-year capital plan) at any time 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.

UTA staff have brought this item to the Board of Trustees for discussion on July 23rd, 2025 and subsequently to the Local Advisory Council for consultation on August 27th, 2025.

DISCUSSION:

This proposed Amendment modifies the existing 2025-2029 Five-Year Capital Plan by adding \$39,894,000 to the overall 2025 Five-Year Capital Plan.

This Amendment will affect two projects:

- SD100/SD160 Light Rail Vehicle Replacement

- Mt Ogden Admin Building Expansion

SD100/SD160 Light Rail Vehicle Replacement:

In 2023, UTA entered into a contract with Stadler to purchase 20 new Light Rail Vehicles with an option to purchase additional vehicles at UTA’s discretion. UTA has always planned to purchase at least 40 vehicles under this contract. Due to current market conditions, and with deadlines outlined in the purchase contract, UTA has determined it is in its best interest to accelerate the exercising of these options for the additional vehicles. To take advantage of the best/current pricing, these options need to be exercised in October 2025. To accomplish this, additional funding is needed in both the 2025 Capital Budget and 2025-2029 Five-Year Capital Plan.

Mt Ogden Admin Building Expansion:

UTA is about to complete design on this project. As UTA progressed through the design process, it was ultimately decided to change the physical location of this new building. It was moved from a location in the southwest corner of the lot to a location that is more closely adjacent to Wall Ave. This move required the demolition of an existing bus canopy and the installation of a new bus canopy that was not originally planned in the initial cost estimate for this project. This budget amendment will primarily address the addition of this new bus canopy as well as other minor adjustments to place the building in the new location.

While UTA does not anticipate construction to begin this year, by updating the five-year plan at this point, it will allow UTA to begin procuring a contractor for the construction of this building in 2026. This will allow for construction to start earlier in 2026 than originally planned.

ALTERNATIVES:

The following are options the Board could consider and the potential impacts of those decisions:

- The Board may reject the request to approve this amendment. The impact of this would be:
 - Light Rail Vehicle Replacement- UTA would proceed with only 20 vehicles on order. It may choose at a later date to exercise the additional options. Exercising these options at a later date negates the current guaranteed vehicle pricing and UTA would likely end up spending more for the additional vehicles.
 - Mt Ogden Admin Building Expansion- These additional funds will likely be brought in as part of the 2026-2030 Five-Year Capital Plan. UTA would lose the benefit of this early funding programming and only be able to utilize a smaller portion of the construction season in 2026 due to having to wait to procure a construction contractor.

FISCAL IMPACT:

This proposed Amendment will have the following impacts on UTA’s 2025-2029 Five-Year Capital Plan and the

2025 Capital Budget. Impacts are outlined below:

2025-2029 Five-Year Capital Plan:

The overall impact to the Five-Year Capital Plan will be an overall increase of \$39,894,000, increasing the total five-year plan amount from \$1,199,533,000 to \$1,239,427,000. This increase in expense will be offset by an equal increase in bond funds.

There will be no impact on UTA's Capital Contingency line. There is no impact on UTA's Fund Balance, but this action will increase UTA's Debt Service obligations by \$195,785,178 over the life of the new bonds.

ATTACHMENTS:

- R2025-09-05 Resolution Approving the First Amendment to the Authority's 2025-2029 Five-Year Capital Plan, including Exhibit A

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY APPROVING THE FIRST AMENDMENT TO THE AUTHORITY'S
2025-2029 FIVE-YEAR CAPITAL PLAN**

R2025-09-05

September 24, 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 (collectively referred to as "the Act"); and

WHEREAS, Board Policy 2.1 – Financial Management requires the Executive Director to develop a five-year capital plan, to be approved annually after consultation with the Local Advisory Council, that is fiscally constrained, maintains all assets at a state of good repair, protects the Authority's capital investments and minimizes future maintenance and replacement costs; and

WHEREAS, on December 4, 2024 the Authority adopted by resolution R2024-12-02 a five-year capital plan for the years 2025 through 2029 (the "Plan"); and

WHEREAS, the Authority would like to amend the Plan to account for recent bonding efforts to add funding for the SD100/SD160 Light Rail Vehicle Replacement project and the Mt. Ogden Administration Building project; and

WHEREAS, on August 27, 2025, the Local Advisory Council was consulted on the amendment to the 2024-2029 Five-Year Capital Plan.

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

1. That the Board of Trustees hereby adopts the amended five-year capital plan for the years 2025 through 2029, attached hereto as Exhibit A as prepared by the Executive Director.
2. That the corporate seal be attached hereto.

Approved and adopted this 24th day of September 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

Amended 2025-2029 Five-Year Capital Plan

2025-2029 Five-Year Capital Plan - Amendment 1

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
Capital Services	337,625,000	214,399,000	173,948,000	169,879,000	166,309,000	1,062,160,000
FMA516 - Corridor Fencing	60,000	60,000	60,000	60,000	60,000	300,000
FMA679 - Building Remodels/Reconfigurations	1,233,000	1,190,000	1,040,000	540,000	500,000	4,503,000
FMA680 - Suicide Prevention Research Project	66,000	-	-	-	-	66,000
FMA687 - Layton Station Improvements	54,000	550,000	-	-	-	604,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	410,000	-	-	-	-	410,000
FMA690 - Facility Program Development & Design	261,000	150,000	-	-	-	411,000
FMA693 - Meadowbrook Electrification	100,000	1,836,000	-	-	-	1,936,000
FMA694 - Electric Bus Chargers	49,000	1,300,000	1,300,000	1,300,000	1,300,000	5,249,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	250,000	1,750,000	-	-	-	2,000,000
MSP102 - Depot District	-	-	-	-	-	-
MSP132 - IPCS Tech Support	-	35,000	35,000	35,000	35,000	140,000
MSP140 - Box Elder County Corridor Preservation	900,000	1,000,000	1,000,000	-	-	2,900,000
MSP156- Prop 1 Davis County	1,093,000	-	-	-	-	1,093,000
MSP185 - Ogden/Weber State University BRT	6,000,000	-	-	-	-	6,000,000
MSP189 - Signal Pre-emption Projects w/UDOT	27,000	-	-	-	-	27,000
MSP193 - Weber County Corridor Preservation	1,080,000	1,200,000	1,200,000	1,200,000	1,200,000	5,880,000
MSP202 - Davis-SLC Community Connector	6,111,000	2,500,000	25,695,000	4,200,000	3,000,000	41,506,000
MSP205- TIGER Program of Projects	6,000	-	-	-	-	6,000
MSP207 - 3300/3500 South Max EXP\Optimization	963,000	-	-	-	-	963,000
MSP208 - Clearfield FR Station Trail	1,871,000	-	-	-	-	1,871,000
MSP215 - Sharp/Tintic Rail Corridor Connection	63,000	70,000	70,000	1,500,000	-	1,703,000
MSP216 - Point of the Mountain Transit	455,000	200,000	200,000	200,000	200,000	1,255,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-
MSP228- Operator Restrooms in Salt Lake County	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	164,000	-	-	-	-	164,000
MSP231- Operator Shack at University Medical EOL	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	205,000	300,000	300,000	300,000	300,000	1,405,000
MSP252 - FrontRunner 2X	2,592,000	2,856,000	3,156,000	2,693,000	2,693,000	13,990,000
MSP253 - Mid-Valley Connector	41,000,000	30,000,000	8,594,000	-	-	79,594,000
MSP254 - TechLink	400,000	2,000,000	-	-	-	2,400,000
MSP255 - Central Corridor	45,000	-	-	-	-	45,000
MSP257- Gap Filler on FR Stations	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	1,000,000	7,000,000	15,500,000	2,738,000	-	26,238,000
MSP259 - S-Line Extension	10,571,000	11,746,000	-	-	-	22,317,000
MSP260 - 5600 West Bus Route	23,498,000	15,800,000	-	-	-	39,298,000
MSP262 - SL Central HQ Office	2,832,000	-	-	-	-	2,832,000
MSP263 - TOD Working Capital	2,388,000	688,000	688,000	688,000	688,000	5,140,000
MSP264 - FrontRunner South Extension	3,050,000	2,300,000	300,000	300,000	300,000	6,250,000
MSP265 - Program Management Support	3,987,000	4,430,000	3,730,000	3,730,000	3,730,000	19,607,000

2025-2029 Five-Year Capital Plan - Amendment 1

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
MSP267 - New Maintenance Training Facility	3,886,000	5,039,000	-	-	-	8,925,000
MSP271 - MOW Training Yard	4,693,000	1,000,000	-	-	-	5,693,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-
MSP275 - Station Area Planning	200,000	675,000	-	-	-	875,000
MSP283 - ROW & Facility Property Opportunity Buy	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	6,185,000	-	-	-	-	6,185,000
MSP287 - 900 East UVX Station	3,261,000	212,000	-	-	-	3,473,000
MSP288 - Sustainability Project Pool	359,000	200,000	200,000	200,000	200,000	1,159,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-
MSP290- Orange Street Microtransit	-	-	-	-	-	-
MSP293 - FrontRunner Shephard Lane	3,700,000	-	-	-	-	3,700,000
MSP300 - New TRAX platform in South Jordan	1,952,000	-	-	-	-	1,952,000
MSP301 - Federal Bus Stops 5339	1,312,000	717,000	-	-	-	2,029,000
MSP312 - FrontRunner Point Improvements	270,000	300,000	300,000	-	-	870,000
MSP313 - Electric Charger Program	-	-	-	-	-	-
MSP320- TRAX Modernization Program	500,000	100,000	100,000	100,000	100,000	900,000
REV205 - Replacement Non-Revenue Support Vehicles	5,282,000	3,000,000	3,000,000	3,000,000	3,500,000	17,782,000
REV209 - Paratransit Replacements	4,851,000	3,961,000	5,780,000	5,967,000	6,000,000	26,559,000
REV211 - Replacement Buses	35,000	29,798,000	30,000,000	30,000,000	61,790,000	151,623,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
REV232 - Van Pool Van Replacements	1,695,000	1,757,000	1,800,000	1,843,000	1,900,000	8,995,000
REV233 - Commuter Rail Vehicle Procurement - Used	4,050,000	500,000	4,964,000	-	-	9,514,000
REV236 - VW Battery Buses	435,000	-	-	-	-	435,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	110,000,000	20,622,000	18,830,000	68,153,000	40,697,000	258,302,000
REV240 - Motor Pool Key Management System	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	134,000	100,000	100,000	100,000	100,000	534,000
REV242 - Replacement Non-rev equipment/special vehicles	970,000	500,000	500,000	500,000	500,000	2,970,000
SGR040 - Light Rail Vehicle Rehab	7,701,000	11,342,000	8,919,000	6,801,000	3,661,000	38,424,000
SGR047 - LRT Stray Current Control	450,000	450,000	450,000	450,000	450,000	2,250,000
SGR353 - Commuter Rail Engine Overhaul	2,600,000	1,200,000	-	-	-	3,800,000
SGR359 - Bridge Rehabilitation & Maintenance	560,000	440,000	460,000	500,000	520,000	2,480,000
SGR370 - Red Signal Enforcement	26,000	2,863,000	-	-	-	2,889,000
SGR385 - Rail Replacement Program	12,000,000	4,500,000	3,500,000	500,000	500,000	21,000,000
SGR390 - Jordan River #2 Remodel	8,200,000	-	-	-	-	8,200,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	2,000,000	3,000,000	3,000,000	3,000,000	3,000,000	14,000,000
SGR393 - Grade Crossing Replacement Program	5,500,000	2,500,000	2,200,000	2,500,000	2,500,000	15,200,000
SGR397 - TPSS Component Replacement	5,000,000	1,000,000	-	-	-	6,000,000
SGR398 - OCS Rehab/Replace	5,000,000	8,429,000	10,000,000	10,000,000	10,000,000	43,429,000
SGR401 - Ballast and Tie replacement	270,000	300,000	300,000	300,000	300,000	1,470,000
SGR403 - Train Control Rehab & Replacement	6,600,000	9,467,000	10,000,000	10,000,000	10,000,000	46,067,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,500,000	4,500,000	1,600,000	1,400,000	1,500,000	13,500,000

2025-2029 Five-Year Capital Plan - Amendment 1

Sum of Total Budget- Rounded Office/Projects	Column Labels						Grand Total
	2025	2026	2027	2028	2029		
SGR407 - Bus Stop Enhancements	1,807,000	1,275,000	1,275,000	1,275,000	1,275,000	6,907,000	
SGR408 - Route End of Line (EOL) Enhancements	450,000	500,000	500,000	500,000	500,000	2,450,000	
SGR409 - System Restrooms	2,675,000	1,120,000	1,120,000	1,120,000	1,120,000	7,155,000	
SGR410 - Fiber Rehab/Replacement	1,249,000	1,000,000	682,000	686,000	690,000	4,307,000	
SGR411 - Farmington Ped Bridge Repairs	65,000	-	-	-	-	65,000	
SGR412- PCC Replacement Project	2,918,000	1,571,000	-	-	-	4,489,000	
Enterprise Strategy	18,717,000	12,623,000	5,275,000	3,930,000	3,280,000	43,825,000	
ICI001 - Passenger Information	2,048,000	1,350,000	-	-	-	3,398,000	
ICI146 - FrontRunner WiFi Enhancements	621,000	200,000	150,000	150,000	100,000	1,221,000	
ICI173 - JDE System Enhancements	50,000	50,000	50,000	50,000	50,000	250,000	
ICI179 - Network Infrastructure Equipment & Software	1,100,000	1,200,000	500,000	500,000	500,000	3,800,000	
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	
ICI186 - In-House Application Development	180,000	200,000	200,000	200,000	200,000	980,000	
ICI191 - IT Managed Reserves	360,000	400,000	400,000	400,000	400,000	1,960,000	
ICI197 - Bus Communications On-Board Technology	180,000	200,000	100,000	200,000	200,000	880,000	
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	410,000	475,000	250,000	330,000	550,000	2,015,000	
ICI199 - Rail Communication Onboard Tech	90,000	100,000	100,000	100,000	200,000	590,000	
ICI201 - Server, Storage Infrastructure Equipment & Software	400,000	200,000	200,000	1,600,000	880,000	3,280,000	
ICI202 - Radio Comm Infrastructure	100,000	100,000	100,000	50,000	50,000	400,000	
ICI214 - APC Upgrade	2,200,000	750,000	1,000,000	-	-	3,950,000	
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	80,000	-	-	-	-	80,000	
ICI217 - Transit Management System	-	-	-	-	-	-	
ICI221 - Customer Relations Software Replacement	90,000	-	-	-	-	90,000	
ICI224 - JDE 9.2 Applications Upgrade UNx	-	225,000	-	225,000	-	450,000	
ICI225- SharePoint 2016 Migration to SharePoint Online	-	-	-	-	-	-	
ICI226 - Radio Communication System	4,640,000	4,000,000	2,000,000	-	-	10,640,000	
ICI230- Operations System	6,008,000	2,903,000	-	-	-	8,911,000	
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	60,000	145,000	100,000	-	-	305,000	
ICI233- Technology Systems- State of Good Repair	100,000	125,000	125,000	125,000	150,000	625,000	
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	
Executive Director (Safety)	1,760,000	1,485,000	756,000	620,000	720,000	5,341,000	
FMA604 - Safety General Projects	108,000	120,000	120,000	120,000	120,000	588,000	
FMA645 - Camera Sustainability	450,000	645,000	636,000	500,000	600,000	2,831,000	
FMA658 - Bus Replacement Camera System	620,000	620,000	-	-	-	1,240,000	
FMA681 - Arc Flash Analysis	82,000	-	-	-	-	82,000	
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	500,000	100,000	-	-	-	600,000	
Finance	23,817,000	17,868,000	15,532,000	20,543,000	10,484,000	88,244,000	
CDA006 - 5310 Administration Funds All Years	282,000	322,000	332,000	342,000	352,000	1,630,000	
FMA686 - Warehouse Equipment Managed Reserve	85,000	55,000	123,000	50,000	69,000	382,000	
ICI213 - eVoucher Phase 2	89,000	-	-	-	-	89,000	
ICI222 - Fares Systems Replacement Program	6,226,000	5,269,000	2,014,000	6,341,000	-	19,850,000	

2025-2029 Five-Year Capital Plan - Amendment 1

Sum of Total Budget- Rounded Office/Projects	Column Labels						
	2025	2026	2027	2028	2029	Grand Total	
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	63,000	315,000	
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	
MSP276 - FFY 2022 UT 2023 SL/WV 5310	266,000	200,000	-	-	-	466,000	
MSP277 - FFY 2022 UT-2023-024 P/O 5310	393,000	-	-	-	-	393,000	
MSP278 - FFY 2022 UT02023 O/L 5310	180,000	-	-	-	-	180,000	
MSP279 - FFY 2021 UT-2023-013 O/L 5310	45,000	-	-	-	-	45,000	
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	-	-	-	-	100,000	
MSP281 - FFY 2021 UT-2023-023 P/O 5310	90,000	-	-	-	-	90,000	
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	50,000	-	-	-	-	50,000	
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	45,000	-	-	-	-	45,000	
MSP302 - FFY 2024 O/L 5310	451,000	185,000	-	-	-	636,000	
MSP303 - FFY 2023 O/L 5310	650,000	160,000	-	-	-	810,000	
MSP304 - FFY 2023 P/O 5310	500,000	134,000	-	-	-	634,000	
MSP305 - FFY 2023 SL/WV 5310	1,320,000	639,000	-	-	-	1,959,000	
MSP306 - FFY 2026 All UZAs 5310	-	-	-	3,423,000	-	3,423,000	
MSP307 - FFY 2025 All UZAs 5310	-	-	3,000,000	324,000	-	3,324,000	
MSP308 - FFY 2024 SL/WV 5310	1,560,000	688,000	-	-	-	2,248,000	
MSP309 - FFY 2024 P/O 5310	500,000	153,000	-	-	-	653,000	
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	50,000	-	-	-	-	50,000	
MSP322 - FFY 2019/2020 UT-2021-010-01 O/L 5310	10,000	-	-	-	-	10,000	
MSP999 - Capital Contingency	5,862,000	5,000,000	5,000,000	5,000,000	5,000,000	25,862,000	
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	10,482,000	7,213,000	4,247,000	3,200,000	3,205,000	28,347,000	
FMA543 - Police Fleet Vehicles	1,105,000	1,138,000	1,172,000	725,000	730,000	4,870,000	
FMA652 - Facilities, Equipment Managed Reserve	700,000	800,000	800,000	800,000	800,000	3,900,000	
FMA653 - Facilities Rehab/Replacement	1,922,000	800,000	800,000	800,000	800,000	5,122,000	
FMA672 - Park & Ride Rehab/Replacement	450,000	400,000	400,000	400,000	400,000	2,050,000	
FMA673 - Stations and Platforms Rehab/Replacement	566,000	200,000	200,000	200,000	200,000	1,366,000	
FMA684 - Police Managed Reserve	275,000	275,000	275,000	275,000	275,000	1,375,000	
FMA685 - Wheel Truing Machine JRSC	3,362,000	2,000,000	-	-	-	5,362,000	
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	57,000	-	-	-	-	57,000	
MSP210 - FrontRunner Bike Rack project	45,000	-	-	-	-	45,000	
SGR386 - LRV repairs for 1137 and 1122	2,000,000	1,600,000	600,000	-	-	4,200,000	
People	2,395,000	75,000	75,000	75,000	75,000	2,695,000	
ICI228 - CPO New HRIS system application upgrade	1,670,000	-	-	-	-	1,670,000	
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	
MSP310 - Bus Training Simulator	675,000	-	-	-	-	675,000	
MSP318 - MOW Apprenticeship & Training	50,000	-	-	-	-	50,000	

2025-2029 Five-Year Capital Plan - Amendment 1

Sum of Total Budget- Rounded Office/Projects	Column Labels					
	2025	2026	2027	2028	2029	Grand Total
MSP319 - Bus Maintenance Training	-	75,000	75,000	75,000	75,000	300,000
Planning & Engagement	2,435,000	2,133,000	1,449,000	1,449,000	1,349,000	8,815,000
MSP198 - Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP268 - Optical Detection Next Steps	30,000					30,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	700,000	933,000	449,000	449,000	449,000	2,980,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	200,000	100,000	100,000	100,000	-	500,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-
MSP294 - Planning Studies	500,000	300,000	300,000	300,000	300,000	1,700,000
MSP314 - One-Time UTA On Demand Funds	92,000	-	-	-	-	92,000
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	200,000	-	-	-	400,000
REV234 - Tooele County Microtransit & Vehicle Electrification	113,000	-	-	-	-	113,000
Grand Total	397,231,000	255,796,000	201,282,000	199,696,000	185,422,000	1,239,427,000



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 9/24/2025

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:

R2025-09-06 - Resolution Approving the First Amendment to the Authority's 2025 Capital Budget

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Recommend approval by the UTA Board of Trustees for Budget Amendment 1 for the 2025 Capital Budget

BACKGROUND:

Board Policy 2.3 Budget allows the Board of Trustees to amend or supplement the Authority's budget or five-year capital plan at any time 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.

UTA staff brought this item to the Board of Trustees for discussion on July 23rd, 2025 and subsequently to the Local Advisory Council for consultation on August 27th, 2025.

DISCUSSION:

This proposed Budget Amendment modifies the existing 2025 Capital Budget. This proposed Budget Amendment will add \$67,000,000 to the overall 2025 Capital Budget.

This Budget Amendment will affect the SD100/SD160 Light Rail Vehicle Replacement. A summary is provided below.

SD100/SD160 Light Rail Vehicle Replacement:

In 2023, UTA entered into a contract with Stadler to purchase 20 new Light Rail Vehicles with an option to purchase additional vehicles at UTA’s discretion. UTA has always planned to purchase at least 40 vehicles under this contract. Due to current market conditions, and with deadlines outlined in the purchase contract, UTA has determined it is in its best interest to accelerate the exercising of these options for the additional vehicles. To take advantage of the best/current pricing, these options need to be exercised in October 2025. To accomplish this, additional funding is needed in the 2025 Capital Budget.

ALTERNATIVES:

The following are options the Board could consider and the potential impacts of those decisions:

- The Board may reject the request to advance this Budget Amendment. The impact of this would be:
 - Light Rail Vehicle Replacement- UTA would proceed with only 20 vehicles on order. It may choose at a later date to exercise the additional options. Exercising these options at a later date negates the current guaranteed vehicle pricing and UTA would likely end up spending more for the additional vehicles.
-

FISCAL IMPACT:

This proposed Budget Amendment will have the following impacts on UTA’s 2025 Capital Budget. Impacts are outlined below:

2025 Capital Budget:

The overall impact to the 2025 Capital Budget will be an overall increase of \$67,000,000, increasing the total capital budget from \$330,231,000 to \$397,231,000. This increase in expense will be offset by an equal increase in bond funds.

This addition, if approved by the board, would increase UTA’s budget authority in 2025 by \$67,000,000.

There will be no impact on UTA’s Capital Contingency line. There is no impact on UTA’s Fund Balance, but this action, along with the Bonding for the Mt Ogden Admin Building Expansion project, will increase UTA’s Debt Service obligations by \$195,785,178 over the life of the new bonds. .

ATTACHMENTS:

- R2025-09-06 Resolution Approving the First Amendment to the Authority’s 2025 Capital Budget including Exhibit A

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY
APPROVING THE FIRST AMENDMENT TO THE AUTHORITY'S 2025 CAPITAL BUDGET**

R2025-09-06

September 24, 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 (collectively referred to as "the Act"); and

WHEREAS the Act requires the Board of the Authority to approve a budget as prepared by the Executive Director of the Authority; and

WHEREAS, the Act also requires the Executive Director of the Authority to consult with the Local Advisory Council regarding the budget; and

WHEREAS, Board Policy 2.3 – Budget requires the creation of an annual Capital Budget for the Authority; and

WHEREAS, this policy further requires that Budget Amendments be approved by the Board of the Authority by Resolution only after consultation with the Local Advisory Council; and

WHEREAS, the Authority approved the 2025 Capital Budget in Resolution R2024-12-04 on December 4, 2024; and

WHEREAS, the 2025 Capital Budget needs to be amended to account for recent bonding efforts to add funding for the SD100/SD160 Light Rail Vehicle Replacement project; and

WHEREAS, on August 27, 2025, the Local Advisory Council was consulted on the amendment to the 2025 Capital Budget.

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

1. That the Board of Trustees hereby adopts the amended 2025 Capital Budget, attached hereto as Exhibit A as prepared by the Executive Director.
2. That the corporate seal be attached hereto.

Approved and adopted this 24th day of September 2025.

Carlton Christensen,
Chair Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:

OF6F046DE4724A2...
Legal Counsel

Exhibit A
Amended 2025 Capital Budget

**UTAH TRANSIT AUTHORITY
2025 CAPITAL BUDGET
September 24, 2025**

**REF#: R2025-09-06
Date: September 24, 2025**

Funding Sources	Adopted 2025 Budget	Budget Amendment	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	23,055,000	67,000,000	90,055,000
7 Total Funding Sources	330,231,000	67,000,000	397,231,000
Expense			
8 Capital Services	270,625,000	67,000,000	337,625,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	43,000,000	67,000,000	110,000,000
9 Enterprise Strategy	18,717,000	-	18,717,000
10 Executive Director (Safety)	1,760,000	-	1,760,000
11 Finance	23,817,000	-	23,817,000
12 Operations	10,482,000	-	10,482,000
13 People	2,395,000	-	2,395,000
14 Planning & Engagement	2,435,000	-	2,435,000
15 Grand Total	330,231,000	-	397,231,000



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 9/24/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jared Scarbrough, Acting Chief Capital Services Officer
PRESENTER(S): Jared Scarbrough, Acting Chief Capital Services Officer
Paul Drake, Director of Real Estate and TOD
Janelle Robertson, FR2X Project Manager

TITLE:

R2025-09-07 - Resolution Accepting the Conveyance of Real Property Interests Associated with the FrontRunner 2X and FrontRunner Point Improvements Projects

AGENDA ITEM TYPE:

Resolution

RECOMMENDATION:

Approve Resolution R2025-09-07 to accept ownership of property acquired by the Utah Department of Transportation (UDOT) for the FrontRunner 2X (FR2X) and FrontRunner Point Improvements (FPI) Projects subject to certain parameters.

BACKGROUND:

UTA and UDOT are partners working to enhance the capacity and reliability of the FrontRunner commuter rail system under a strategic long-term plan, the FrontRunner Forward Program. As part of this overarching program, UTA and UDOT have jointly designed the FR2X and the FPI projects.

These two projects include double-tracking the FrontRunner corridor at 11 locations, realigning track at one location, acquiring 10 new train sets, and installing a new FrontRunner station in Bluffdale City. While, the FPI project specifically addresses the new Bluffdale station and its associated double-tracking, the FR2X project team is overseeing the property acquisitions for both projects concurrently. In addition, the team is actively working to integrate the FPI project into the broader scope of the FR2X project.

To formalize the roles and responsibilities of each agency, UTA and UDOT signed the FrontRunner Cooperative Agreement dated August 22, 2023 (23-P00299). This agreement was approved by the UTA Board of Trustees in October 2023. Per the agreement, UDOT will purchase the land for the project directly in UTA's name. Properties needed from Union Pacific Railroad (UPRR) for the projects will be acquired by UTA.

Currently, there are 190 parcels that have been identified for acquisition over the next two or more years. They include approximately 40 acres of land, mostly in the form of strip acquisitions along UTA's existing FrontRunner corridor. These properties will be purchased using state funds and will serve as the local match for a future Federal Transit Administration (FTA) grant application. UDOT has budgeted \$70M to acquire the 190 parcels.

UDOT and UTA have assigned the following identifiers to the projects:

- FR2X: (UDOT) PIN 20253_Project No. S-ST99(835); (UTA) MSP252
- FPI: (UDOT) PIN 21213_Project No. S-R299(483); (UTA) MSP312

UDOT received the state funding and will purchase the real property acquisitions for the projects on behalf of UTA. However, in accordance with UTA Board of Trustees Policy No. 5.2 (III.A.1.a), Board approval is required for all real property transactions with an aggregate value of \$250,000 or more.

Additionally, under the recently enacted Utah Code § 57-1-48, a public entity must sign an affidavit accepting ownership at the time the property is recorded in its name.

To satisfy these requirements and authorize UTA staff to accept ownership of the FR2X and FPI properties purchased on behalf of UTA, we are seeking UTA Board approval of the attached resolution subject to the following stipulations:

1. The Resolution will have an expiration date of December 31, 2027.
2. UTA staff will confirm that UDOT has performed the necessary environmental testing and clearances on each parcel prior to acceptance.
3. Individual parcels valued at \$1,000,000 or greater will still require UTA Board approval.
4. UTA staff will provide a quarterly written report to the Board of Trustees reporting the number, land size, location, and value of properties accepted under UTA ownership during the previous quarter.

DISCUSSION:

UTA and UDOT have agreed that parcels be purchased directly in UTA's name to avoid duplicating cost, time, effort, and documentation. It also ensures that UTA receives the properties in a timely manner and is covered under title insurance. That process also simplifies ownership, access rights, and maintenance responsibilities.

Consolidating the corridor properties in UTA's name enhances property management efficiency and consolidates environmental and FTA reporting responsibilities. The FrontRunner corridor is flanked by the adjacent Union Pacific mainline. Purchasing the properties in UTA's name, as agreed, would avoid UTA's corridor being wedged between UPRR and UDOT property and forcing utilities or municipalities, desiring to cross the corridor in those locations, to acquire licenses from all three owners.

UTA has existing environmental responsibilities to the active corridor and is self-insured. The resulting increase in risk to UTA would be minimal. The parcels being acquired are mostly vacant land and the UTA Environmental team will verify and confirm the environmental clearance for each parcel prior to ownership acceptance.

ALTERNATIVES:

Reject the resolution. This could create conflicts between UDOT's efforts to acquire right of way and its obligations to UTA under the Cooperative Agreement.

FISCAL IMPACT:

Operating and Maintenance costs are included in the FR2X financial plan. UTA maintains and manages the FrontRunner system and properties. UTA self-insures its corridors and will employ the same controls on the widened right-of way. The inherent risk will not substantially change, and the increase to risk obligations will be minimal. Consolidating ownership of the corridor will create management and reporting efficiencies.

ATTACHMENTS:

1. Resolution
2. Exhibit - Sample Deed to UTA
3. Exhibit - Sample Affidavit Accepting Land Ownership
4. FR2X Memorandum Agreement with UDOT (UTA Contract 25-P00493 signed 5/20/2025)
5. FPI Memorandum Agreement with UDOT (UTA Contract 25-P00496 signed 6/9/2025)
6. FrontRunner Cooperative Agreement (UTA Contract 23-P00299 signed 8/22/2023)

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY ACCEPTING THE CONVEYANCE OF REAL PROPERTY
INTERESTS ASSOCIATED WITH THE FRONTRUNNER 2X and
FRONTRUNNER POINT IMPROVEMENT PROJECTS**

R2025-09-07

September 24, 2025

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

WHEREAS, pursuant to Utah Code §17B-2a-804(1)(d), the Authority has power to acquire, construct, own, and operate rights-of-way and facilities necessary or convenient for public transit service; and

WHEREAS, the Utah Department of Transportation (UDOT) has oversight and supervision of fixed guideway capital development projects within the boundaries of a large public transit district under §72-1-203(2)(r) of the Utah Code; and

WHEREAS, the Authority and UDOT are engaged in the strategic double-tracking of the Frontrunner commuter rail system under the FrontRunner 2X (“FR2X”) Project and the FrontRunner Point Improvements (“FPI”) Project (“Projects”);.

WHEREAS, as part of Projects, UDOT has undertaken the acquisition of real property interests necessary for the expansion of Frontrunner’s rights-of-way (“Property Acquisitions”); and

WHEREAS, funding for the Property Acquisitions will be provided by monies allocated by the Utah Legislature for said Projects; and

WHEREAS, UDOT and its contractors shall perform necessary environmental testing and clearances on Property Acquisitions; and

WHEREAS, upon completion of the Property Acquisitions and environmental clearances by UDOT, the real property interests will be deeded and conveyed to the Authority without cost; and

WHEREAS, the conveyed real property shall be subject to the restriction that the Authority may not transfer said interests without UDOT’s written consent; and

WHEREAS, under Board Policy 5.2(III)(A)(1)(a), the Board is charged with approving Real Property Transactions that have an aggregate value of \$250,000 or more; and

WHEREAS, the Board finds it is in the public's interest to accept the real property interests obtained by UDOT for Projects and to authorize the Executive Director to take all necessary steps necessary to effectuate the conveyance and acceptance thereof.

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

1. That the Board hereby accepts the real property interests associated with Projects for the double-tracking of its FrontRunner commuter rail and FrontRunner Point Improvements that have a value of less than \$1,000,000 and have received environmental clearance.
2. That the Board hereby authorizes the Executive Director and his designee(s) to oversee the acceptance of said real property interests in a form consistent with the sample deed and affidavit attached hereto as Exhibit "A".
3. That Authority staff report quarterly to the Board as part of its public agenda on the number of parcels acquired during the previous quarter, the square footage, location, and value.
4. The approval granted hereunder shall expire December 31, 2027.
5. That the corporate seal be attached hereto.

Approved and adopted on this 24th day of September, 2025.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Annette Royle
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:

0F8F646DE4724A2...
Legal Counsel

Exhibit "A"

Sample Deed and Public Entity Affidavit

WHEN RECORDED, MAIL TO:
Utah Department of Transportation
Right of Way, Fourth Floor
Box 148420
Salt Lake City, Utah 84114-8420

WITH A COPY TO:
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84104

Warranty Deed

_____ County

Tax ID No. XX:XXX:XXXX
PIN No. 20253
Project No. S-ST99(835)
Parcel No. ST99:XX:Z

_____, Grantor, of ____ County of _____, State of _____, hereby CONVEYS AND WARRANTS to the UTAH TRANSIT AUTHORITY a large public transit district organized and existing pursuant to Utah law, Grantee, at 669 West 200 South, Salt Lake City, Utah 84101, for the sum of TEN (\$10.00) Dollars, and other good and valuable considerations, the following described parcel of land in _____ County, State of Utah, to-wit:

INSERT LEGAL DESCRIPTION: _____

The above-described part of an entire tract contains _____ square feet in area or _____ acre.

(Note: Rotate above bearings 00°05'03" counterclockwise to equal Railroad bearings)

SUBJECT TO the interests of the Utah Department of Transportation ("UDOT"), which is authorized to act on behalf of, or in collaboration with, the Grantee, for the FR2X project, referred to by UDOT with UDOT Project Number S-ST99(835), UDOT PIN 20253 (the "Project"), and more fully explained in the Memorandum Agreement attached hereto as Exhibit A. The real property conveyed in this deed is intended to be part of the Project, and is therefore subject to UDOT's rights. The land may not be transferred or conveyed without the written, signed consent of UDOT.

This property was acquired with the assistance of federal funds and is bound by a covenant of nondiscrimination pursuant to 28 CFR 42.105(a)(2). The Grantee covenants for itself, its heirs, assigns and successors-in-interest, that Grantee shall not discriminate on the basis of race, color, national origin, sex, age, religion, disability, or any other protected classification under applicable federal or state law in the use, lease,

Continued on Page 2
INDIVIDUAL RW-01 (11-01-03)

sale, operation, or occupancy of the property or in any program or activity conducted thereon. Further, that this covenant shall run with the land and remain in effect for the entire useful life of the project as determined by the Federal Transit Administration or other applicable federal agency; and that the United States of America shall have the right to enforce this covenant and may require corrective action, including recovery of the federal interest, in the event of noncompliance.

STATE OF _____)
) ss.
COUNTY OF _____)

On this _____ day of _____, in the year 20____, before me personally appeared _____, who proved on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to this instrument, and acknowledged to me that he/she/they executed the same.

Notary Public

Exhibit "A"

MEMORANDUM AGREEMENT

This MEMORANDUM AGREEMENT is entered into between the Utah Transit Authority ("UTA") and the Utah Department of Transportation ("UDOT"), regarding the FrontRunner 2X Project (FR2X), which is UDOT Project Number S-ST99(835), UDOT PIN 20253 (referred to herein as the "Project").

The Utah Legislature has allocated certain funds for UDOT to acquire properties to be used for the Project (which includes the property deed to which this Memorandum Agreement is attached), but such properties will be acquired in the name of UTA. The parties agree that any properties acquired by UDOT for the Project (i) will not be disposed of by UTA without prior notice to UDOT (which notice shall be given within a reasonable time after UTA determines a property is surplus) and receipt of UDOT's written consent to the disposition; (ii) that if a federal interest has attached to the property due to Federal Transit Administration (FTA) participation in the Project, any disposition will be conducted in accordance with the FTA's (or its successor agency's) regulations and guidance; and (iii) whether such disposition is by sale or transfer of ownership to another party, UDOT will have the right to receive all sales proceeds or, if parties in addition to UDOT contributed to the purchase of the property, UTA will repay to UDOT UDOT's share of the fair market value, whichever is greater. In the event any property acquired for the Project is disposed of without UDOT's consent, UDOT shall have the right to collect from UTA an amount equal to the sales proceeds and UDOT's damages, which it may do by withholding amounts that might be owing to UTA for this or any other project, or any other remedy available at law or in equity. All properties acquired for this Project may have the following language in the conveyance deed to UTA, which is enforceable as a material term of this Agreement:

SUBJECT TO the interests of the Utah Department of Transportation ("UDOT"), which is authorized to act on behalf of, or in collaboration with, the Grantee, for the FR2X project, referred to by UDOT with UDOT Project Number S-ST99(835), UDOT PIN 20253 (the "Project"), and more fully explained in the Memorandum Agreement attached hereto as an exhibit. The real property conveyed in this deed is intended to be part of the Project, and is therefore subject to UDOT's rights. The land may not be transferred or conveyed without the written, signed consent of UDOT.

UTA agrees that this Memorandum may be attached as an exhibit to any deed conveying land to UTA that is intended to be part of the Project, and UTA also agrees to cooperate with UDOT to execute and deliver such further documents and to take such further actions as may be reasonably necessary not only to carry out the purposes of the Project, but to protect the legislative intent in using these funds for UDOT's construction of public transit projects.

UTAH TRANSIT AUTHORITY

UTAH DEPARTMENT OF TRANSPORTATION

Janelle Robertson 05/20/2025
Janelle Robertson (May 15, 2025 13:49 MDT)

Brian Allen 05/20/2025
Brian Allen (May 14, 2025 15:00 MDT)

By: Janelle Robertson Date
 Its: Project Manager III

By: Brian Allen Date
 Its: Transit Project Director

David Hancock 05/20/2025

Ross Crowe 05/20/2025
Ross Crowe (May 14, 2025 14:55 MDT)

By: David Hancock Date
 Its: Chief Capital Services Officer

By: Ross Crowe Date
 Its: UDOT Right of Way Director

Mike Bell 05/20/2025
Mike Bell (May 14, 2025 14:54 MDT)

Jodi Howick 05/20/2025
Jodi Howick (May 20, 2025 10:53 MDT)

By: Mike Bell Date
 Its: Assistant Attorney General

By: Jodi Howick Date
 Its: Assistant Attorney General

Tax ID No. XX:XXX:XXXX
PIN No. 20253
Project No. S-ST99(835)
Parcel No. ST99:XX:Z

PUBLIC ENTITY AFFIDAVIT – GRANTEE: Utah Transit Authority (UTA)

I, _____, being of legal age and authorized by the Utah Transit Authority, hereafter "public entity," being first duly sworn, depose and state as follows:

The public entity consents to the conveyance of the real property interest identified above by deed from _____. By signing this Public Entity Affidavit, the public entity accepts the ownership of the real property interest described in the attached deed and legal description.

The public entity does not guarantee or provide an opinion as to the proper form or validity of any conveyance document related to the real property interest described in the attached legal description and deed and does not waive or modify any legal rights in connection with the same.

This Public Entity Affidavit is only intended to evidence that the public entity consents to _____ conveying the real property interest described in the attached deed and legal description to the public entity.

"I do solemnly swear (or affirm) under penalties of perjury that the statements in this document are true:"

Signature Date
By: _____
Its: _____
Signed by Authority of: _____

State of Utah,
County of _____

Subscribed and sworn to before me this _____ day of _____, 20____

SEAL _____
Notary Public

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY ACCEPTING THE CONVEYANCE OF REAL PROPERTY
INTERESTS ASSOCIATED WITH THE FRONTRUNNER 2X and
FRONTRUNNER POINT IMPROVEMENT PROJECTS**

R2025-09-07

September 24, 2025

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

WHEREAS, pursuant to Utah Code §17B-2a-804(1)(d), the Authority has power to acquire, construct, own, and operate rights-of-way and facilities necessary or convenient for public transit service; and

WHEREAS, the Utah Department of Transportation (UDOT) has oversight and supervision of fixed guideway capital development projects within the boundaries of a large public transit district under §72-1-203(2)(r) of the Utah Code; and

WHEREAS, the Authority and UDOT are engaged in the strategic double-tracking of the Frontrunner commuter rail system under the FrontRunner 2X (“FR2X”) Project and the FrontRunner Point Improvements (“FPI”) Project (“Projects”);.

WHEREAS, as part of Projects, UDOT has undertaken the acquisition of real property interests necessary for the expansion of Frontrunner’s rights-of-way (“Property Acquisitions”); and

WHEREAS, funding for the Property Acquisitions will be provided by monies allocated by the Utah Legislature for said Projects; and

WHEREAS, UDOT and its contractors shall perform necessary environmental testing and clearances on Property Acquisitions; and

WHEREAS, upon completion of the Property Acquisitions and environmental clearances by UDOT, the real property interests will be deeded and conveyed to the Authority without cost; and

WHEREAS, the conveyed real property shall be subject to the restriction that the Authority may not transfer said interests without UDOT’s written consent; and

WHEREAS, under Board Policy 5.2(III)(A)(1)(a), the Board is charged with approving Real Property Transactions that have an aggregate value of \$250,000 or more; and

WHEREAS, the Board finds it is in the public's interest to accept the real property interests obtained by UDOT for Projects and to authorize the Executive Director to take all necessary steps necessary to effectuate the conveyance and acceptance thereof.

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

1. That the Board hereby accepts the real property interests associated with Projects for the double-tracking of its FrontRunner commuter rail and FrontRunner Point Improvements that have a value of less than \$1,000,000 and have received environmental clearance.
2. That the Board hereby authorizes the Executive Director and his designee(s) to oversee the acceptance of said real property interests in a form consistent with the sample deed and affidavit attached hereto as Exhibit "A".
3. That Authority staff report quarterly to the Board as part of its public agenda on the number of parcels acquired during the previous quarter, the square footage, location, and value.
4. The approval granted hereunder shall expire December 31, 2027.
5. That the corporate seal be attached hereto.

Approved and adopted on this 24th day of September, 2025.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Annette Royle
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Legal Counsel

Exhibit "A"

Sample Deed and Public Entity Affidavit

WHEN RECORDED, MAIL TO:
Utah Department of Transportation
Right of Way, Fourth Floor
Box 148420
Salt Lake City, Utah 84114-8420

WITH A COPY TO:
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84104

Warranty Deed

_____ County

Tax ID No. XX:XXX:XXXX
PIN No. 20253
Project No. S-ST99(835)
Parcel No. ST99:XX:Z

_____, Grantor, of ___ County of ___, State of ___, hereby CONVEYS AND WARRANTS to the UTAH TRANSIT AUTHORITY a large public transit district organized and existing pursuant to Utah law, Grantee, at 669 West 200 South, Salt Lake City, Utah 84101, for the sum of TEN (\$10.00) Dollars, and other good and valuable considerations, the following described parcel of land in _____ County, State of Utah, to-wit:

INSERT LEGAL DESCRIPTION: _____

The above-described part of an entire tract contains _____ square feet in area or _____ acre.

(Note: Rotate above bearings 00°05'03" counterclockwise to equal Railroad bearings)

SUBJECT TO the interests of the Utah Department of Transportation ("UDOT"), which is authorized to act on behalf of, or in collaboration with, the Grantee, for the FR2X project, referred to by UDOT with UDOT Project Number S-ST99(835), UDOT PIN 20253 (the "Project"), and more fully explained in the Memorandum Agreement attached hereto as Exhibit A. The real property conveyed in this deed is intended to be part of the Project, and is therefore subject to UDOT's rights. The land may not be transferred or conveyed without the written, signed consent of UDOT.

This property was acquired with the assistance of federal funds and is bound by a covenant of nondiscrimination pursuant to 28 CFR 42.105(a)(2). The Grantee covenants for itself, its heirs, assigns and successors-in-interest, that Grantee shall not discriminate on the basis of race, color, national origin, sex, age, religion, disability, or any other protected classification under applicable federal or state law in the use, lease,

Continued on Page 2
INDIVIDUAL RW-01 (11-01-03)

Exhibit "A"

MEMORANDUM AGREEMENT

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The Utah Legislature has allocated certain funds for UDOT to acquire properties to be used for the Project (which includes the property deed to which this Memorandum Agreement is attached), but such properties will be acquired in the name of UTA. The parties agree that any properties acquired by UDOT for the Project (i) will not be disposed of by UTA without prior notice to UDOT (which notice shall be given within a reasonable time after UTA determines a property is surplus) and receipt of UDOT's written consent to the disposition; (ii) that if a federal interest has attached to the property due to Federal Transit Administration (FTA) participation in the Project, any disposition will be conducted in accordance with the FTA's (or its successor agency's) regulations and guidance; and (iii) whether such disposition is by sale or transfer of ownership to another party, UDOT will have the right to receive all sales proceeds or, if parties in addition to UDOT contributed to the purchase of the property, UTA will repay to UDOT UDOT's share of the fair market value, whichever is greater. In the event any property acquired for the Project is disposed of without UDOT's consent, UDOT shall have the right to collect from UTA an amount equal to the sales proceeds and UDOT's damages, which it may do by withholding amounts that might be owing to UTA for this or any other project, or any other remedy available at law or in equity. All properties acquired for this Project may have the following language in the conveyance deed to UTA, which is enforceable as a material term of this Agreement:

SUBJECT TO the interests of the Utah Department of Transportation ("UDOT"), which is authorized to act on behalf of, or in collaboration with, the Grantee, for the FR2X project, referred to by UDOT with UDOT Project Number S-ST99(835), UDOT PIN 20253 (the "Project"), and more fully explained in the Memorandum Agreement attached hereto as an exhibit. The real property conveyed in this deed is intended to be part of the Project, and is therefore subject to UDOT's rights. The land may not be transferred or conveyed without the written, signed consent of UDOT.

UTA agrees that this Memorandum may be attached as an exhibit to any deed conveying land to UTA that is intended to be part of the Project, and UTA also agrees to cooperate with UDOT to execute and deliver such further documents and to take such further actions as may be reasonably necessary not only to carry out the purposes of the Project, but to protect the legislative intent in using these funds for UDOT's construction of public transit projects.

UTAH TRANSIT AUTHORITY

UTAH DEPARTMENT OF TRANSPORTATION

Janelle Robertson 05/20/2025
Janelle Robertson (May 15, 2025 13:49 MDT)

Brian Allen 05/20/2025
Brian Allen (May 14, 2025 15:00 MDT)

By: Janelle Robertson Date
 Its: Project Manager III

By: Brian Allen Date
 Its: Transit Project Director

David Hancock 05/20/2025

Ross Crowe 05/20/2025
Ross Crowe (May 14, 2025 14:55 MDT)

By: David Hancock Date
 Its: Chief Capital Services Officer

By: Ross Crowe Date
 Its: UDOT Right of Way Director

Mike Bell 05/20/2025
Mike Bell (May 14, 2025 14:54 MDT)

Jodi Howick 05/20/2025
Jodi Howick (May 20, 2025 10:53 MDT)

By: Mike Bell Date
 Its: Assistant Attorney General

By: Jodi Howick Date
 Its: Assistant Attorney General

PUBLIC ENTITY AFFIDAVIT – GRANTEE: Utah Transit Authority (UTA)

I, _____, being of legal age and authorized by the Utah Transit Authority, hereafter "public entity," being first duly sworn, depose and state as follows:

The public entity consents to the conveyance of the real property interest identified above by deed from _____. By signing this Public Entity Affidavit, the public entity accepts the ownership of the real property interest described in the attached deed and legal description.

The public entity does not guarantee or provide an opinion as to the proper form or validity of any conveyance document related to the real property interest described in the attached legal description and deed and does not waive or modify any legal rights in connection with the same.

This Public Entity Affidavit is only intended to evidence that the public entity consents to _____ conveying the real property interest described in the attached deed and legal description to the public entity.

"I do solemnly swear (or affirm) under penalties of perjury that the statements in this document are true:"

Signature Date

By: _____

Its: _____

Signed by Authority of: _____

State of Utah,
County of _____

Subscribed and sworn to before me this _____ day of _____, 20____

SEAL _____
Notary Public

MEMORANDUM AGREEMENT

This MEMORANDUM AGREEMENT is entered into between the Utah Transit Authority (“UTA”) and the Utah Department of Transportation (“UDOT”), regarding the FrontRunner 2X Project (FR2X), which is UDOT Project Number S-ST99(835), UDOT PIN 20253 (referred to herein as the “Project”).

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Jodi Howick 05/20/2025
Jodi Howick (May 20, 2025 10:53 MDT)

By: Mike Bell Date
 Its: Assistant Attorney General

By: Jodi Howick Date
 Its: Assistant Attorney General

25.05.14 2X Property Acquisition Deed Memorandum

Final Audit Report

2025-05-20

Created:	2025-05-14
By:	Jeremy Harbaugh (harbaughj70@gmail.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAawfnrBEz3GvsFiFp4tQ7ScybQJjq__cGy

"25.05.14 2X Property Acquisition Deed Memorandum" History

-  Document created by Jeremy Harbaugh (harbaughj70@gmail.com)
2025-05-14 - 8:51:44 PM GMT - IP address: 165.225.10.80
-  Document emailed to Janelle Robertson (jarobertson@rideuta.com) for signature
2025-05-14 - 8:51:48 PM GMT
-  Document emailed to Brian Allen (brianja@utah.gov) for signature
2025-05-14 - 8:51:48 PM GMT
-  Document emailed to Dave Hancock (dhancock@rideuta.com) for signature
2025-05-14 - 8:51:49 PM GMT
-  Document emailed to Ross Crowe (rcrowe@utah.gov) for signature
2025-05-14 - 8:51:49 PM GMT
-  Document emailed to Mike Bell (mbell@rideuta.com) for signature
2025-05-14 - 8:51:49 PM GMT
-  Document emailed to Jodi Howick (jhowick@utah.gov) for signature
2025-05-14 - 8:51:49 PM GMT
-  Email viewed by Jodi Howick (jhowick@utah.gov)
2025-05-14 - 8:53:02 PM GMT - IP address: 104.47.64.254
-  Email viewed by Mike Bell (mbell@rideuta.com)
2025-05-14 - 8:54:03 PM GMT - IP address: 104.47.55.126
-  Document e-signed by Mike Bell (mbell@rideuta.com)
Signature Date: 2025-05-14 - 8:54:31 PM GMT - Time Source: server- IP address: 173.72.146.194

 Email viewed by Ross Crowe (rcrowe@utah.gov)

2025-05-14 - 8:55:16 PM GMT- IP address: 74.125.212.169

 Document e-signed by Ross Crowe (rcrowe@utah.gov)

Signature Date: 2025-05-14 - 8:55:32 PM GMT - Time Source: server- IP address: 168.177.115.101

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2025-05-14 - 8:56:26 PM GMT- IP address: 104.47.70.126

 Signer Dave Hancock (dhancock@rideuta.com) entered name at signing as David Hancock

2025-05-14 - 8:57:15 PM GMT- IP address: 204.126.146.202

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 Email viewed by Brian Allen (brianja@utah.gov)

2025-05-14 - 8:59:44 PM GMT- IP address: 74.125.212.170

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Signature Date: 2025-05-14 - 9:00:04 PM GMT - Time Source: server- IP address: 104.28.49.14

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2025-05-15 - 5:15:35 AM GMT- IP address: 146.75.203.0

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Signature Date: 2025-05-15 - 7:49:03 PM GMT - Time Source: server- IP address: 98.202.37.70

 Document e-signed by Jodi Howick (jhowick@utah.gov)

Signature Date: 2025-05-20 - 4:53:46 PM GMT - Time Source: server- IP address: 168.178.123.73

 Agreement completed.

2025-05-20 - 4:53:46 PM GMT

MEMORANDUM AGREEMENT

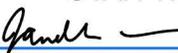
This MEMORANDUM AGREEMENT is entered into between the Utah Transit Authority (“UTA”) and the Utah Department of Transportation (“UDOT”), regarding the FrontRunner Point Improvements Project (FPI), which is UDOT Project Number S-R299(483), UDOT PIN 21213 (referred to herein as the “Project”).

The Utah Legislature has allocated certain funds for UDOT to acquire properties to be used for the Project (which includes the property deed to which this Memorandum Agreement is attached), but such properties will be acquired in the name of UTA. The parties agree that any properties acquired by UDOT for the Project (i) will not be disposed of by UTA without prior notice to UDOT (which notice shall be given within a reasonable time after UTA determines a property is surplus) and receipt of UDOT’s written consent to the disposition; (ii) that if a federal interest has attached to the property due to Federal Transit Administration (FTA) participation in the Project, any disposition will be conducted in accordance with the FTA’s (or its successor agency’s) regulations and guidance; and (iii) whether such disposition is by sale or transfer of ownership to another party, UDOT will have the right to receive all sales proceeds or, if parties in addition to UDOT contributed to the purchase of the property, UTA will repay to UDOT UDOT’s share of the fair market value, whichever is greater. In the event any property acquired for the Project is disposed of without UDOT’s consent, UDOT shall have the right to collect from UTA an amount equal to the sales proceeds and UDOT’s damages, which it may do by withholding amounts that might be owing to UTA for this or any other project, or any other remedy available at law or in equity. All properties acquired for this Project may have the following language in the conveyance deed to UTA, which is enforceable as a material term of this Agreement:

SUBJECT TO the interests of the Utah Department of Transportation (“UDOT”), which is authorized to act on behalf of, or in collaboration with, the Grantee, for the FPI project, referred to by UDOT with UDOT Project Number S-R299(483), UDOT PIN 21213 (the “Project”), and more fully explained in the Memorandum Agreement attached hereto as an exhibit. The real property conveyed in this deed is intended to be part of the Project, and is therefore subject to UDOT’s rights. The land may not be transferred or conveyed without the written, signed consent of UDOT.

UTA agrees that this Memorandum may be attached as an exhibit to any deed conveying land to UTA that is intended to be part of the Project, and UTA also agrees to cooperate with UDOT to execute and deliver such further documents and to take such further actions as may be reasonably necessary not only to carry out the purposes of the Project, but to protect the legislative intent in using these funds for UDOT’s construction of public transit projects.

UTAH TRANSIT AUTHORITY


 Janelle Robertson (May 28, 2025 10:44 MDT)

By: Janelle Robertson Date
 Its: Project Manager III


 David Hancock (Jun 9, 2025 08:38 MDT)

By: David Hancock Date
 Its: Chief Capital Services Officer


 Michael Bell (Jun 3, 2025 09:18 MDT)

By: Mike Bell Date
 Its: Assistant Attorney General

UTAH DEPARTMENT OF TRANSPORTATION


 Brian Allen (May 21, 2025 15:21 MDT)

By: Brian Allen Date
 Its: Transit Project Director


 Ross Crowe (May 21, 2025 15:40 MDT)

By: Ross Crowe Date
 Its: UDOT Right of Way Director


 Jodi Howick (Jun 9, 2025 10:54 MDT)

By: Jodi Howick Date
 Its: Assistant Attorney General

06/09/2025

25.05.21 FPI Property Acquisition Deed Memorandum CLEAN

Final Audit Report

2025-06-09

Created:	2025-05-21
By:	Jeremy Harbaugh (jeremy.harbaugh@wsp.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAK94kNk9IhhSMlcSEHzOqK50wKyYVQ542

"25.05.21 FPI Property Acquisition Deed Memorandum CLEAN" History

 Document created by Jeremy Harbaugh (jeremy.harbaugh@wsp.com)

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Signature Date: 2025-06-03 - 3:18:58 PM GMT - Time Source: server- IP address: 204.126.146.202
-  Signer dhancock@rideuta.com entered name at signing as David Hancock
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-  Document e-signed by David Hancock (dhancock@rideuta.com)
Signature Date: 2025-06-09 - 2:38:20 PM GMT - Time Source: server- IP address: 204.126.146.202
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Signature Date: 2025-06-09 - 4:54:53 PM GMT - Time Source: server- IP address: 168.178.123.73

✔ Agreement completed.

2025-06-09 - 4:54:53 PM GMT



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FRONTRUNNER COOPERATIVE AGREEMENT

This FRONTRUNNER COOPERATIVE AGREEMENT (“**Agreement**”), to be effective as of August 22, 2023 (the “**Effective Date**”), is made between the Utah Department of Transportation (“**UDOT**”), an agency of the State of Utah, and Utah Transit Authority (“**UTA**”), a Utah public transit district (each a “**Party**” and collectively the “**Parties**”).

RECITALS

WHEREAS, pursuant to House Bill 322 enacted by the Utah State Legislature during the 2022 General Session, as amended, (“**HB 322**”) UDOT is given oversight and supervisory responsibility for fixed guideway capital development projects (as that term is defined in HB 322) when they include state funding; and

WHEREAS, the fixed guideway capital development projects identified in HB 322 include a project to strategically double track commuter rail lines (the “**Project**”) as further defined in Section 2 below, and the Parties are entering this Agreement to establish some basic principles to govern their relationship for that Project only; and

WHEREAS, this Agreement sets forth in general terms the respective roles of the Parties for the Project, since responsibility for development, design, and construction of the Project resides with UDOT under HB 322, but responsibility for operation and maintenance of the completed Project resides with UTA; and

WHEREAS, UTA has already performed certain planning activities for the Project, including establishing the base scope of work and double track sections of the Project and certain environmental work; and

WHEREAS, in connection with the Project, UDOT shall apply for a Federal Transit Administration (“**FTA**”) Capital Investment Grant (“**CIG**”) and, if successful, serve as the direct recipient for a CIG Full Funding Grant Agreement (“**FFGA**”), and other funding sources may be available, but only as adopted in the Project Budget; and

WHEREAS, the Parties are independent organizations with individual cultures and expertise, and wish to maximize the strengths of each organization in the delivery of the Project within HB 322 requirements; and

WHEREAS, the Parties intend to perform their respective roles and duties in a cooperative and collaborative manner and to make good faith efforts to successfully deliver the Project in a timely and efficient manner.

AGREEMENT

NOW THEREFORE, in consideration of the foregoing recitals, which by this reference are incorporated into this Agreement, and for good and valuable consideration based on the mutual promises contained herein, the Parties agree as follows:

1. AGREEMENT PURPOSE AND SCOPE OF THIS AGREEMENT. The Agreement purpose and scope of this Agreement are as follows:
 - a. Agreement Purpose. The purpose of this Agreement is to establish how UDOT and UTA will collaborate so UDOT can construct, and UTA can ultimately own, operate, and maintain, the Project, which is also known as the FrontRunner Strategic Double Tracking Project, UDOT Project No. S-ST99(835), PIN No. 20253.
 - b. Scope of this Agreement. The scope of this Agreement is intended to cover all Work completed by UDOT and/or UTA in furtherance of the Project, and the Parties also agree that they will need to enter amendments or other agreements that are consistent with this Agreement to address additional areas related to the Work (as further described in Section 7 below).

2. DEFINITIONS. The following definitions apply to this Agreement in addition to those which may be stated elsewhere in this Agreement:
 - a. “Project” means the FrontRunner Strategic Double Tracking Project, UDOT Project No. S-ST99(835), PIN No. 20253. The Project’s purpose is to construct doubletracking segments for FrontRunner that UTA can use to alleviate congestion and increase ridership with a goal of providing 15-minute peak hour service and 30-minute off peak hour service on FrontRunner.
 - b. “Project Management Plan” or “PMP,” as defined at 49 C.F.R. § 633.5, means the written document developed by UDOT, with input from UTA, that explicitly defines all tasks necessary to implement the Project. The PMP may be a single document or a series of documents or subplans integrated with one another and into the PMP either directly or by reference for the purpose of defining how UDOT will effectively manage, monitor, and control all phases of the Project.
 - c. “Project Value” means the Project capital cost estimate within the available funding for the Project.
 - d. “UTA Design Criteria and Requirements” means the design criteria and requirements developed and approved by UTA as of the date of this Agreement (or other date approved by UDOT in writing) and as identified by name and date and incorporated into a solicitation for the Work.

- e. “Work” means all work of every kind that is required to complete activities for the Project.
3. GUIDING PRINCIPLES. The Parties have established the following guiding principles for the Project:
- a. Recognized Collaboration and Team Building. UDOT and UTA have a unique opportunity with this Project to push boundaries by building a partnership that focuses on efficient and effective Project delivery solutions. Each agency has strengths and expertise that they offer.
 - b. Go Fast/Go Smart. We need a project delivery solution that provides certainty in the schedule. The Parties will team to go fast, but balance speed with risk and cost, and find solutions that deliver results, manage risk, and provide “value for money.”
 - c. Good for the Project, Good for All. We need to build a collaborative Project environment and an integrated Project team where participants make decisions that are good for the Project first, and not focus on decisions that protect “turf.” The Parties will help all participants raise issues and challenges for consideration and be a part of the solution while working together effectively.
 - d. Home Safe Every Day. This is a complex high-risk Project that requires construction in an operating railroad corridor, so safety is paramount. The Parties will prioritize having all Project staff, stakeholders, and riders “home safe every day.”
 - e. Customer Focused/Customer Friendly. We cannot deliver this Project in such a way that the construction impacts drive away customers. The Parties will work to minimize disruption to the extent possible, and when disruption cannot be avoided, find customer friendly ways to mitigate the impact.
 - f. Funding Effective. We have limited funding and need to optimize the resources dedicated to the Project. The Parties will ensure that the Project remains within the Project Value adopted for the Project, and they will cooperate to meet FTA and State of Utah funding requirements.
4. COORDINATION OF THE PARTIES. The Parties shall coordinate as follows:
- a. HB 322 Implementation. This Agreement is entered to implement HB 322, as amended from time to time, which establishes the roles of the Parties. UDOT, in close coordination with UTA, is responsible for the Work. The Parties acknowledge that UTA has performed certain Work prior to signing this Agreement to move the Project forward, and such Work will be integrated into the Project.
 - b. Point of Contact for Each Organization. UDOT’s Project Director will be the main point of contact for the Project, and it will be UDOT’s Project Director’s responsibility

to coordinate directly with UTA's counterpart employee. UTA agrees to maintain a main point of contact counterpart employee throughout the Project.

- c. Organization Chart. The Parties will develop and implement a Project organization chart as follows:
 - i. Integrated Project. As a part of the development of the PMP, UDOT will lead the development and implementation of an integrated Project organization chart inclusive of UDOT, UTA, consultant, and contractor personnel.
 - ii. Manner of Action. UTA and UDOT employees and their consultants who are assigned a role on the Project organization chart shall remain employed by their respective organizations. For purposes of the Project, Project personnel will report, communicate and fulfill responsibilities as identified in the Project organizational chart.
 - iii. Commitment. The Parties commit to dedicating time and resources to the Project. The Parties' staff will work from the Project office as necessary in order to actively and substantively participate in the Project.
 - iv. Approvals. The parties will mutually approve the organizational chart.
- d. Project Office. UDOT will establish a Project office to house essential personnel for the program manager, UDOT and UTA staff, the final designer, and contractor.
- e. Project Management Plan and Sub-Plans. The PMP will establish the Parties' overall plan for accomplishing the Project and will include a summary of any sub-plans. The PMP will include the contents required by 49 C.F.R. § 633.25, and in addition will address areas that may include, but that are not limited to, the following:
 - i. A procedure for adopting and amending the provisions of the PMP, which UDOT will adopt for the Project with UTA's approval.
 - ii. How Work is assigned between the Parties from time to time, the responsibilities of each Party, and which agency will take the lead under Project leadership (as provided in the Project organization chart).
 - iii. Needs for Project policies. The Parties acknowledge that their agencies might need to accommodate Project policies by making internal, but Project-related, adjustments.
 - iv. Measures to address the Project's scope, schedule, Project Value, and federal funding obligations.
 - v. Measures to promote participation, cooperation, consultation, and problem solving among Project participants.
 - vi. Measures to address obtaining approvals and certifications from a Party.

- vii. Measures to address the technical needs of the Project.
 - f. Recordkeeping. Each Party will retain all Project records in accordance with 2 C.F.R. § 200.333 for a period of not less than three years after the completion and acceptance of the Project. Each Party will have access to the other Party's records related to the Project, and has the right to examine, audit, and copy such records with reasonable notice. For the avoidance of doubt, records include any books, documents, papers, or other records, regardless of form or format. This right to access records is also extended to any oversight or regulatory entities, including the FTA, Utah Office of the State Auditor, and Office of the Legislative Auditor.
 - g. Cooperation Generally. The Parties agree to work in a cooperative manner to complete the Project successfully, including, but not limited to, by entering other agreements as further described in this Agreement and as otherwise needed.
5. ALLOCATION OF RESPONSIBILITY GENERALLY: The responsibility for the Work under this Agreement is allocated generally as follows:
- a. General: Each Party's role is generally the following pursuant to the authority stated under HB 322, as amended from time to time:
 - i. UDOT's role is generally the following:
 - (1) UDOT is the Project sponsor and leader.
 - (2) UDOT's role is limited to conducting project development, engineering, and construction for the Project.
 - ii. UTA's role is generally the following:
 - (1) UTA is the owner of the Project upon its final completion.
 - (2) UTA is the operator of the Project upon its final completion.
 - (3) UTA will maintain the Project upon its final completion.
 - b. Procurement and Contracting Administration. Each Party's role related to procurement and contracting administration is generally as follows:
 - i. UDOT will procure the final designer and contractor.
 - ii. UTA will notify UDOT, prior to each UDOT solicitation, of third parties who might create a conflict of interest through their participation in a Project procurement process.
 - c. Design. Each Party's role related to design is generally as follows:
 - i. UDOT is responsible for the following related to design:
 - (1) UDOT has final approval authority over the design of the Project once UTA has first approved the final design under Section 5.c.ii.(3) below.

- (2) UDOT will provide for the performance of all design and engineering Work in compliance with UTA's Design Criteria and Requirements.
- ii. UTA is responsible for the following related to design:
 - (1) UTA will establish UTA's Design Criteria and Requirements for the Project at times consistent with scheduling needs.
 - (2) Any requests for deviations from UTA's Design Criteria and Requirements will specifically require UTA approval.
 - (3) UTA shall participate in design reviews and provide written final design approval of the Project.
- d. NEPA Documents. Each Party's role related to the documents prepared under the National Environmental Policy Act of 1969, as amended from time to time ("**NEPA**") is generally as follows (which may be adjusted by a subsequent agreement based on obtaining additional information):
 - i. UDOT is responsible for the following related to NEPA:
 - (1) Re-evaluations.
 - (2) Implementation of NEPA commitments.
 - ii. UTA is responsible for initial NEPA documents.
- e. Property. Each Party's role related to property is generally as follows:
 - i. UDOT will purchase the land required for the Project in UTA's name (except for land to be acquired from UPRR).
 - ii. UTA is responsible for the following related to property used in the Project:
 - (1) UTA will acquire required property from UPRR.
 - (2) UTA will provide Project access on UTA-owned property.
 - (3) UTA will be the owner of all Project property (except for property required by third-parties).
 - (4) UTA will facilitate land swaps that involve property owned by UTA when required for the Project.
- f. Third-Party Property Needs (Utilities). Each Party's role related to third-party property needs is generally as follows:
 - i. UDOT will provide for and facilitate third-party agreements and relocations.
 - ii. UTA is responsible for the following related to third party property needs:
 - (1) UTA will determine and facilitate a permanent arrangement for third-party relocations that will be placed on UTA property.
 - (2) UTA will enter any needed long-term commitments associated with any relocations on UTA property, including but not limited to licenses,

ownership arrangements, and maintenance agreements, at times acceptable to the Project and on terms acceptable to UTA.

- g. Stakeholder Coordination. Each Party's role related to stakeholder coordination is generally as follows:
- i. UDOT is responsible for the following related to stakeholder coordination:
 - (1) UDOT will lead the effort and coordinate with Project stakeholders.
 - (2) UDOT will lead the Parties' Project public relations.
 - (3) UDOT will lead the Parties' Project government relations.
 - ii. UTA will communicate and address impacts to UTA's customers through existing channels and will assist UDOT with UDOT's responsibilities.
- h. Schedule. Each Party's role related to schedule is generally as follows:
- i. Notwithstanding any other provision of this Agreement, UDOT has final control over the Project schedule.
 - ii. UTA will provide schedule updates to UDOT.
 - iii. Both Parties will work to keep the Project on schedule.
- i. Service Interruptions: UTA and UDOT will work together to strike the appropriate balance between service interruption and Project costs. Each Party's role related to service interruptions is generally as follows:
- i. UDOT is responsible for the following related to service interruptions:
 - (1) UDOT will obtain UTA's approval prior to authorizing service interruptions.
 - (2) If costs are required in connection with a necessary Project service interruption, such as the cost of a bus bridge, those costs will be included in the Project budget.
 - (3) Loss of fares are not part of the Project.
 - ii. UTA is responsible for the following related to service interruptions:
 - (1) UTA will provide approvals for service interruptions.
 - (2) When applicable UTA will implement agreed upon mitigation measures for service interruptions.
- j. Union Pacific Railroad. Each Party's role related to Union Pacific Railroad ("UPRR") is generally as follows:

- i. UDOT will be the lead agency to address construction matters with UPRR in a manner that is acceptable to both UDOT and UTA (including, but not limited to, negotiating a construction agreement).
 - ii. UTA is responsible for the following related to UPRR:
 - 1) UTA will be the lead agency to address long-term operations matters with UPRR in a manner that is acceptable to UTA and to the Project (including, but not limited to, negotiating an operating agreement).
 - 2) UTA will be the lead agency to address maintenance matters with UPRR in a manner that is acceptable to UTA and to the Project (including, but not limited to, negotiating a maintenance agreement).
 - 3) UTA will be the lead agency to acquire property interests from UPRR that are acceptable to UTA and to the Project (including, but not limited to, negotiating real property agreements).
 - iii. If UTA is unable to obtain necessary real property interests from UP on reasonable terms, UTA and UDOT shall work cooperatively to obtain alternate property interests to support the Project.
- 6. FINANCIAL MANAGEMENT OF THE PROJECT. UDOT is responsible for the fiscal management of the Project, and UDOT will maintain complete accounting records for the Project. All Project expenditures will be coded according to the FTA's Standard Cost Categories ("**SCC**") and will be coded using SCCs regardless of the source of funds. All Project expenditures will also be subject to UDOT's accounting procedures, including but not limited to, UDOT's procedures for payment requests by, and payments made to, Project participants.
 - a. Financial Plan. As the direct recipient and Project sponsor, UDOT will develop the Financial Plan for the Project. The Parties agree to comply with the Financial Plan.
 - b. Project Value. As a part of the Financial Plan, UDOT will develop the Project Value. UDOT will manage the Project Value, including tracking eligible expenditures and funding. The Project Value will become part of the **FFGA** and, once approved, will only be amended by UDOT with the approval of FTA and the Utah Transportation Commission per UDOT Policy. No additional funding is available beyond the funding identified in the adopted Project Value (including, but not limited to, allocated and unallocated contingency funds).
 - i. Each Party will immediately notify the other of a potential cost overrun upon discovering one.
 - ii. If for any reason the Work for the Project might exceed the Project Value, the Parties agree to work in good faith to reduce projects costs to remain within the Project Value so the Project can be constructed by UDOT and

sustainably operated and maintained by UTA, and reductions may include scope reductions.

- iii. If a Party requests a scope item to be added to the Project Work which is allowable by FTA as a Project eligible expense, the Parties will work together to determine if the item should be added to the Work, but costs cannot exceed the Project Value. Costs for requests that constitute betterments or concurrent non-Project activities will be borne by the requesting Party.
 - iv. If the Parties must request additional funding from the Utah State Legislature, or other sources, they will cooperate with one another to obtain such funding, and UTA will provide reasonable support to UDOT as necessary.
- c. Federal Funding: UDOT will apply for and be the direct recipient for a FFGA from the FTA. The Parties recognize the priority of addressing federal funding applications and requirements, and to that end, they agree as follows:
- i. UTA will provide all assistance to UDOT that is necessary in the pursuit of a FFGA (or other funding), including providing any materials necessary to complete the core capacity requirements, and shall advise UDOT concerning FTA requirements that apply to UDOT's work and assist UDOT with compliance matters for the benefit of the Project.
 - ii. UTA and UDOT will each take all actions necessary to ensure that UDOT can make all required funding assurances and commitments, including, but not limited to, signing agreements committing to grant obligations, and providing representations to FTA concerning how grant obligations will be met. As needed to meet FTA requirements, the Parties will enter a subrecipient agreement to address federal requirements.
 - iii. Both Parties shall conduct their activities, including documentation, in accordance with all applicable federal laws and regulations and FTA guidance and policies.
 - iv. Both Parties acknowledge that the inclusion of Federal Funding will create a federal interest in all elements described in the FFGA.
- d. State and Other Funding: UDOT will receive all funding appropriated by the State of Utah for purposes of this Project, and both Parties will conduct their activities in accordance with all applicable state laws and regulations. This includes UDOT applying funding to the Project that was previously identified as pass-through funding in the Implementation Agreement dated as of May 2, 2022, between UDOT and UTA (and such agreement also provides for funding that will be applied toward the acquisition of rolling stock, which the Parties will address in a separate agreement).

7. OTHER PROJECT AGREEMENTS. The Parties acknowledge that additional agreements, or amendments to this Agreement, will be necessary as the Project progresses. The following is a non-exclusive list of additional agreements or amendments anticipated for the Project, which the Parties may further refine as they resolve issues and agree on responsibilities for future phases of the Project:
 - a. Second Agreement. The Second Agreement will address matters related to construction, acceptance, warranty, activation, close out for the Project, operations, and maintenance.
 - b. Reimbursement and Subrecipient Agreement. The Reimbursement and Subrecipient Agreement will address matters related to how UDOT will reimburse UTA for its costs in connection with the Project, and to UTA's role as a subrecipient for purposes of the FFGA.
 - c. Environmental and Hazardous Substances and Waste Agreement. The Environmental and Hazardous Substances and Waste Agreement will address the roles and responsibilities related to contamination on UPRR right-of-way and mitigation thereof.
 - d. Rolling Stock Agreement. The Rolling Stock Agreement will address the roles and responsibilities for the acquisition of rolling stock for the Project.
 - e. Other Agreements as Needed. The Parties acknowledge that additional agreements, or amendments to this Agreement may also be necessary.

8. ADDRESSING LIABILITY, DISPUTE RESOLUTION, AND TERMINATION. The following apply:
 - a. Addressing Costs and Liabilities. The Parties agree to the following concerning disagreements over costs, liabilities, and (to the extent applicable) Work items, in connection with the Project Work.
 - i. Each Party is a government entity, and neither Party waives any part of the Utah Government Immunity Act.
 - ii. Before considering whether either Party bears any separate financial responsibility in connection with the Project, each Party agrees to look first to applicable insurance coverage and bonds that have been provided by third parties contracted for the Project. To that end, each Party shall require coverage in an appropriate form and amount in each of its third-party contracts that relates to the Work (to the extent not covered by an Owner Controlled Insurance Program that covers both Parties for the Project), and each Party will require the third party that provides the insurance or bond to name both UTA and UDOT as an additional insured or obligee in such

insurance policies or bonds. Each Party shall also require indemnities in its third-party contracts that cover both UTA and UDOT, and each may include other loss mitigation measures in third-party contracts as well.

- iii. If third-party insurance or bonds do not pay for a cost, the Parties agree that they will next look to any applicable coverage provided by an Owner Controlled Insurance Program.
- iv. If third-party insurance, bonds, or an Owner Controlled Insurance Program do not pay for a cost, the Parties agree that they will next evaluate available funds that have been dedicated to the Project before either Party considers whether one Party or the other Party should pay the cost.
- v. If the foregoing resources do not pay for a cost, the Parties may consider requesting additional Project funding from the Utah State Legislature, and may seek other resources that may be available.
- vi. After exhausting the foregoing resources, the Parties agree that each party is responsible for its own acts and omissions, whether or not negligent.
- vii. After exhausting the foregoing resources, if the Parties disagree over which of them should bear a cost or liability, or if the Parties disagree about a Work item, the following shall apply. Either or both Parties may send a written proposal concerning payment of the cost or liability, or implementation of a Work item, for the other Party’s consideration, and both Parties shall discuss the proposal or proposals in good faith. Each Party will consider the principles stated in this Agreement and the roles established under HB 322, as amended from time to time, when asserting its position, and each will explain how its position is consistent with those principals and roles. If the Parties cannot then resolve the dispute, either Party may proceed under Section 8.b. However, notwithstanding any provision of this Agreement or a dispute or litigation process, both Parties shall continue to work on the Project under UDOT’s leadership throughout the course of any dispute, and neither Party shall disrupt the Work, increase costs, create delay, or withhold its full participation.

b. Dispute Resolution. The Parties may proceed under this subparagraph for any dispute that is not otherwise resolved.

- i. The Parties shall manage their roles in the Project in a collaborative and cooperative manner and shall resolve disputes at the lowest level of management possible. However, if the dispute cannot be otherwise resolved, the following escalation of a dispute shall apply:

SUBMIT TO THIS MANAGEMENT LEVEL	TIME TO RESOLVE
UDOT Director of Transit and Trails and UTA Director of Capital Development	5 business days, unless otherwise agreed

SUBMIT TO THIS MANAGEMENT LEVEL	TIME TO RESOLVE
UDOT Director of Transit and Trails and UTA Chief Capital Services Officer	10 business days, unless otherwise agreed
UDOT Deputy Director of Planning and Investment and UTA Executive Director	15 business days, unless otherwise agreed

- ii. If a dispute is not resolved using the management levels defined above, each Party's Executive Director shall make the final decision for matters that are within that Party's role, except that each Party agrees to the following: (i) that its Executive Director will first hear and consider information presented by the other Party prior to making the final decision, and (ii) that UDOT has final decision making authority for the Project Work (unless altered by a judicial determination). If a dispute involves a contractual or other legal matter, the Parties agree to first seek assistance from the Attorney General's Office concerning the proper interpretation of applicable laws and contracts before either Party's Executive Director makes a final decision.
 - iii. Each Party retains the right to pursue any available remedy after waiting ninety (90) days after the time when the Parties' Executive Directors make their final dispute resolution decisions concerning the matter.
- c. Disputes with Third Parties. The Parties agree that to the greatest degree possible, they will avoid taking positions that are averse to one another in connection with any claims or costs concerning the Project. The Parties agree that they desire to defend against any claims or costs jointly; that they will provide coordination and support to each other in defense of Project-related claims; and that if needed, they will enter a joint defense agreement in connection with any claim.
- d. Termination: This Agreement may be terminated by agreement of the Parties, which shall not be unreasonably withheld. Also, UDOT may terminate this Agreement without UTA's consent if any of the following occur: if there is a loss of needed funding for the Project, or if the Utah State Legislature removes the authority that UDOT needs to meet its obligations under this Agreement. Termination is effective at the time when written notice is effective. Thereafter, the Parties agree to work cooperatively to address any outstanding issues related to the Project upon termination (including costs, Work in progress, contracts, and federal obligations).
9. **EXHIBITS TO THIS AGREEMENT.** The FrontRunner Project Delivery Team organization chart, as it exists from time to time, is incorporated into this Agreement by reference as if fully set forth herein.

10. **GENERAL PROVISIONS:**

- a. Notice Addresses: Any Party may give a written notice under this Agreement by delivering it to the following physical address (an email may be used in addition as a courtesy), and notice is effective upon delivery when delivery is by hand or by overnight delivery service with confirmation of delivery (or, if placed in the U.S. mail, notice is effective three days after such notice receives a postmark):

<p>To UDOT:</p> <p>UDOT 4501 South 2700 West Box 148455 Salt Lake City, UT 84114 Attention: Transit Project Director Email: brianja@utah.gov</p> <p>With a copy to:</p> <p>UDOT Assistant Attorney General 4501 South 2700 West Box 148455 Salt Lake City, UT 84114-8455</p>	<p>To UTA:</p> <p>UTA 669 West 200 South Salt Lake City, Utah 84101 Attention: Capital Development Jarobertsen@rideuta.com</p> <p>With a copy to:</p> <p>UTA Assistant Attorney General 669 West 200 South Salt Lake City, UT 84114</p>
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- b. Waiver: Failure of either Party at any time to require performance of any provision of this Agreement shall not limit either Party’s right to enforce the provision. Waiver of any breach of any provision shall not be a waiver of any succeeding breach of the provision or a waiver of the provision itself or any other provision.
- c. Governing Law: This Agreement is governed by the laws of the State of Utah, without giving effect to its conflict of law principles. Actions to enforce the terms of this Agreement may only be brought in a court located in Salt Lake County, Utah.
- d. Further Assurances: The Parties agree to undertake and perform all further acts that are reasonably necessary (except when expressly prohibited by law) to carry out the intent and purpose of the Agreement and to assist each other with maintaining compliance with the legal requirements applicable to each of them after receiving a written notice that explains the need for such action. The Parties further agree to work together cooperatively and in good faith to accomplish the intent of this Agreement.
- e. Other: There are no third-party beneficiaries of this Agreement. This Agreement is for cooperative action pursuant to HB 322, as amended from time to time, and it does not create a partnership, agency, joint venture, or other relationship among the Parties, and it is not subject to the Utah Interlocal Cooperation Act. If any provision of this Agreement is severed, the remainder shall be construed to give

effect to the intent of the Parties. Neither Party is considered to be the drafter of this Agreement. This Agreement may not be assigned without the other Party's prior written agreement, and any purported assignment to the contrary is void. Time is of the essence.

- f. Entire Agreement: This Agreement contemplates and the Parties acknowledge that they have entered into a House Bill 322 Implementation Agreement, dated May 1, 2022. With the exception of the House Bill 322 Implementation Agreement, this Agreement supersedes and replaces all written and oral agreements previously made or existing between the Parties regarding the subject matter in this Agreement. Any amendment to this Agreement must be in writing and executed by an authorized representative of each Party.

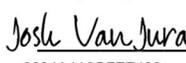
IN WITNESS WHEREOF, each of the Parties hereto has caused this Agreement to be executed as of the Effective Date by its authorized representative.

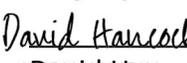
UTAH TRANSIT AUTHORITY

UTAH DEPARTMENT OF TRANSPORTATION

DocuSigned by:

 3124FF48AD114EB...
 Jay Fox
 Executive Director
 Date: 10/28/2023

DocuSigned by:

 9374444CD7EE4221
 Josh Van Jura
 Director of Transit and Trails
 Date: 10/30/2023

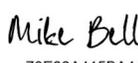
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 6009A14471...
 David Hancock
 Chief Capital Services Officer
 Date: 10/27/2023

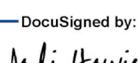
DocuSigned by:

 B5709928E211FD...
 Brian Allen
 Transit Project Director
 Date: 10/30/2023

Approved as to Form:

Approved as to Form:

DocuSigned by:

 70E33A415BA44F6...
 9/20/2023
 Michael L. Bell
 Assistant Attorney General (UTA)

DocuSigned by:

 15C128E16E13495...
 10/30/2023
 Jodi Howick
 Assistant Attorney General (UDOT)



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 9/24/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: David Wilkins, Assistant Attorney General, Director Transit Section
PRESENTER(S): David Wilkins, Assistant Attorney General, Director Transit Section
Mike Bell, Assistant Attorney General, UTA Counsel

TITLE:

Change Order: Outside Legal Services Modification to Increase Not-To-Exceed Amount for Outside Legal Services Pool (Chapman and Cutter; Fabian VanCott; Gilmore Bell; Jackson Lewis PC; Kaplan, Kirsch, & Rockwell LLP; Kutak Rock LLP; Nossamon LLP; Parsons, Behle, & Latimer PLC; Spencer Fane LLP; Venable LLP)

AGENDA ITEM TYPE:

Procurement Contract/Change Order

RECOMMENDATION:

Authorize the Executive Director to execute the notice, and associated disbursements, increasing the not-to-exceed (NTE) amount of the outside legal services pool from \$500,000 to \$2,000,000.

BACKGROUND:

On June 26, 2024, the Board of Trustees, in response to a request for proposal (RFP), approved the selection of 10 outside firms (hereafter referred to as "Legal Services Pool" or "Pool") based on various specialties. Each notice of potential award contained an overall pool NTE amount of \$500,000 over five (5) years.

When a matter arises requiring outside law firm involvement, an engagement letter is solicited based on rates contained in the RFP and then a Purchase Order will be issued with a NTE amount for the particular effort.

The Pool's individual contract numbers, specialties, and firms are:

- 24-038441 - Public and Project Finance (Chapman and Cutler)
- 24-038442 - Labor and Employment, Environmental, Litigation, Bankruptcy, Public and Project Finance, Commercial Lease Law, and Policy Drafting Change (Fabian VanCott)
- 24-038443 - Public Project Finance and Tax (Gillmore Bell)
- 24-038444 - Pension, Labor and Employment, Immigration, and Transportation Law (Jackson Lewis PC)

- 24-038445 - Environmental Law, Railroad Law, Surface Transportation Board (STB), National Transportation Safety Board (NTSB), and Transportation Law (Kaplan, Kirsch and Rockwell LLP)
- 24-038446 - Pension, Immigration, Intellectual Property (Kutak Rock LLP)
- 24-038447 - Construction Law (Nossaman LLP)
- 24-038448 - Labor and Employment, Environmental, Litigation, Railroad Law, Bankruptcy, Tax Law, Transportation Law, Intellectual Property Law, and Construction Law (Parsons, Behle and Latimer, PLC)
- 24-038449 - Officer Involved Critical Incidents, Bankruptcy, Construction Law, Commercial Law (Spencer Fane LLP)
- 24-0384410 - Railroad Law, Surface Transportation Board (STB), National Transportation Safety Board (NTSB), and Communications Law (Venable LLP)

Expected expenditures for outside legal services have increased due to several unanticipated legal issues that have arisen. Total outside legal expenses to date equal \$472,000. Hence, the need to increase the overall pool NTE amount to \$2,000,000.

Click or tap here to enter text.

DISCUSSION:

Several legal issues have arisen that were not anticipated when the Legal Services Pool was approved in June 2024 with This increase in the overall Not-to-Exceed (NTE) amount is necessary to cover expenses through the end of the contract period ending July 1, 2029 (including two (2) one-year options).

CONTRACT SUMMARY:

Contractor Name:	Legal Services Pool
Contract Number:	• 24-038441 • 24-038442 • 24-038443 • 24-038444 • 24-038445 • 24-038446 • 24-038447 • 24-038448 • 24-038449 • 24-0384410
Base Contract Effective Dates:	Base and Option periods applicable to all vendors in the Pool Base Period: April 30, 2024, through July 1, 2027 Full Option Period: July 2, 2027, through July 1, 2029
Extended Contract Dates:	N/A
Existing Contract Value:	\$500,000
Amendment Amount:	\$1,500,000
New/Total Contract Value:	\$2,000,000
Procurement Method:	RFP
Budget Authority:	Approved 2025 Operating Budget

ALTERNATIVES:

Forgo utilizing outside counsel for specialized areas and increase legal risk to UTA.

FISCAL IMPACT:

This is a pool NTE amount which doesn't obligate any funds. No funds will be obligated without an approved requisition and issuance of a Purchase Order.

The Legal Services Pool total NTE value: \$2,000,000

Total Legal Services Pool expenses to date: \$472,000

Remaining Legal Services Pool NTE value: \$1,528,000

ATTACHMENTS:

- Change Order: Outside Legal Services Change Order 1 - Increase Not-To-Exceed Amount for Outside Legal Services Pool



September 11, 2025

NOTIFICATION OF INCREASE IN POOL NOT-TO-EXCEED AMOUNT

External Law Firm Pool: Chapman and Cutter; Fabian VanCott; Gilmore Bell; Jackson Lewis PC; Kaplan, Kirsch, & Rockwell LLP; Kutak Rock LLP; Nossamon LLP; Parsons, Behle, & Latimer PLC; Spencer Fane LLP; Venable LLP

RE: Contract 24-038441 Legal Services

This letter is to notify your firm of an increase to the Not-to-Exceed (NTE) amount for the Legal Services Pool.

The current legal services pool NTE is \$500,000. This Modification No. 1 will increase the total pool NTE by \$1,500,000 for a new total Pool value of \$2,000,000. This NTE is intended to cover the remainder of the period of performance through July 1, 2029.

In spite of the increase in the total pool NTE, you are not authorized to perform work until an actual Purchase Order is received pertaining to a particular matter.

All other terms and conditions of the original notice of award letter shall remain in full force and effect.

If you are in agreement with the above-mentioned modification, please sign the line indicated below.

UTAH TRANSIT AUTHORITY

LAW FIRM ACKNOWLEDGEMENT

Jay Fox
Executive Director

FIRM:
Date:

David Wilkins
Assistant Attorney General
Transit Section Director

Approved as to Content and Form

DocuSigned by:
8/14/2025 *Michael Bell*
70E33A415BA44F6...

Michael Bell
Assistant Attorney General
UTA Counsel



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 9/24/2025

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

TITLE:

Change Order: On-Call Infrastructure Maintenance Contract Task Order #25-043 - Maintenance Of Way Training Yard Construction (Stacy and Witbeck, Inc.)

AGENDA ITEM TYPE:

Procurement Contract/Change Order

RECOMMENDATION:

Approve and authorize the Executive Director to execute Task Order 25-043 and associated disbursements on the on-call infrastructure maintenance task ordering contact with Stacy and Witbeck, Inc. in the amount of \$3,162,902 to construct the drainage, duct bank, earthwork, and track work associated with the Maintenance of Way (MOW) training facility at UTA's Semi-Service yard location.

BACKGROUND:

The UTA Board of Trustees approved 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.

UTA is developing an apprenticeship program for the rail maintenance employees. This program will provide proper training for employees who maintain, operate, inspect, and troubleshoot the UTA rail systems, including the FrontRunner Commuter Rail and the TRAX Light Rail systems. UTA is in the process of developing a comprehensive, full-scale training yard that will provide training scenarios on equipment utilized on UTA rail systems. The curriculum for the apprenticeship program will utilize the training yard infrastructure and functionality.

DISCUSSION:

This training yard will allow UTA MOW employees to become proficient in the systems they maintain in a safe

environment that does not affect revenue trains. Employees will be able to improve their maintenance response times, knowledge base, and overall confidence when troubleshooting mainline system components.

CONTRACT SUMMARY:

Contractor Name: Stacy and Witbeck, Inc.
Contract Number: 23-03811-25-043
Base Contract Effective Dates: MOTA: April 18, 2024 through April 30, 2029 Task Order: Through December 31, 2025
Extended Contract Dates: N/A
Existing Contract Value: \$22,676,547.64
Amendment Amount: \$3,162,902.00
New/Total Contract Value: \$25,839,449.64
Procurement Method: RFP Best Value
Budget Authority: Approved 2025 Capital Budget

ALTERNATIVES:

Track and infrastructure could be procured under a separate contract, but this would cause unnecessary cost and delay to the project.

FISCAL IMPACT:

The 2025-2029 approved Five-Year Capital Plan includes \$5,693,000 for the work associated with the MOW training facility. This project is anticipated to occur over two years and covers the construction of the drainage, duct bank, earthwork, and track work. The effort will be paid from one capital project: MSP271 - MOW Training Yard.

These costs will be paid using local funds.

The 2025 & 2026 projects and yearly contract amounts for each are provided below:

- 2025 Contract Total: \$2,500,000
- 2026 Contract Total: \$662,902

Contract Total: \$3,162,902

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

Total Master Task Order Agreement Remaining Balance: \$19,160,550.36

ATTACHMENTS:

- Task Order: On-Call Infrastructure Maintenance Contract Task Order #25-043 - Maintenance Of Way Training Yard Construction (Stacy and Witbeck, Inc.)



Task Order Request #TO25-043 - MOW Training Yard (TTEC)

Status	Open	Assignees	Dean Hansen
Created Date	Aug 21, 2025	Issued Date	Aug 21, 2025

TASK ORDER IDENTIFICATION

Contract No	23-03811		
Contractor Name ("Contractor")	Stacy and Witbeck, Inc.	Contract Start Date	04/19/24
Account Code(s)	40-3271.63000.3005		

1.0 SCOPE OF SERVICES

The contractor's scope letter and price estimate is hereby attached and incorporated into this Task Order [25-630 - MOW Training Yard - Re-Price - Proposal and Scope Letter.pdf](#)

2.0 SCHEDULE

The Substantial Completion Date for this Task is	12/31/26	The Final Acceptance Date for this Task is	12/31/26
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3.0 PRICING

The pricing agreement for this item is one of the following:	Lump Sum	Invoices will be billed on a monthly basis for completed work to date. The price for this item is in the amount of	\$3,162,902.00
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Provisional Sum Amount (if applicable). Note: Any unused amount of this provisional sum amount will be deducted from the contract upon closeout of the task order.	N/A	Independent Cost Estimate (ICE) link, if applicable	TO25-043 MSP 271 PTO 21C Civil Construction ICE_2024_Final.xlsx
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4.0 APPLICABILITY OF FEDERAL CLAUSES

Does this Task Order include federal assistance funds which requires the application of the Federal Clauses appended as	No	If federal assistance funds are anticipated, the UTA Civil Rights group has set a Disadvantaged Business Enterprises (DBE) participation goal	N/A
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Exhibit D to the Contract?

for this Task Order of

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) By: Mike Bell Name: Mike Bell Date: 8/22/2025

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) By: Dean Hansen Name: Dean Hansen Date: 8/21/2025

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 (Director) By: David Osborn Name: David Osborn Date: 8/21/2025

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.

- RMS Required Signature Explanation N/A Up to \$100K - Josh Lafleur (\$lafleur@modrailsystems.com) \$100K - \$500K - Anthony Ortolani (aortolani@modrailsystems.com) \$500K - \$2.5M - Shon Tulik (stulik@modrailsystems.com) >\$2.5M or Contract Time Extensions - Paul Reiger (prieger@modrailsystems.com)

**Signature
(Contractor)**

Signed by:
By: Miguel Gomez
2644C41CCA1D4F2...
Name: Miguel Gomez
Date: 8/22/2025

Date 12-May-2023

MOW Training Yard – Civil & Track Construction & Procurement
Scope of Work
Contract: 23-03811VW (Infrastructure On-Call Maint.)
UTA Project ID: MSP271

Background

UTA is developing an apprenticeship program for the rail maintenance employees. This program will provide proper training to employees who maintain, operate, inspect, and troubleshoot the UTA rail systems, including the Front Runner Commuter Rail and the TRAX Light Rail systems. UTA is in the process of developing a comprehensive, full-scale training yard that will provide real-life training scenarios on actual equipment utilized on UTA rail systems. The curriculum for the apprenticeship program will utilize the training yard infrastructure and functionality.

Justification

This training yard will allow UTA MOW employees to become proficient in the systems they maintain in a safe environment that does not affect revenue trains. Employees will be able to improve their maintenance response times, knowledge base, and overall confidence when troubleshooting mainline system components.

Scope of Work

This scope of work is for the **civil procurement and track construction efforts in the training yard only**. This scope does not include construction work related to the rehab of the Transit Technical Education Center (TEC) Facility. The civil and track design for this project will be provided by UTA's internal Capital Development Team. The contractor shall coordinate efforts with all stakeholders per the MOW Training Yard Project Delivery Plan.

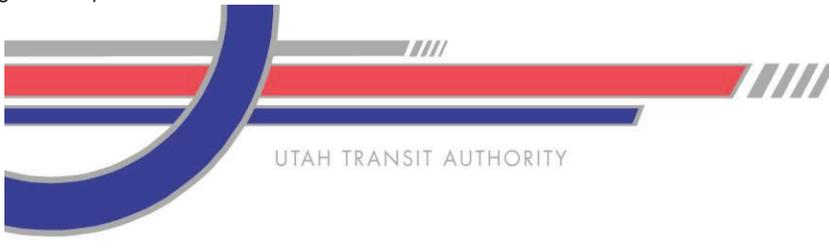
Contractor shall procure, install, and test all infrastructure and material described in the attached design. All materials and hardware shall be built to the same standards as UTA's in-service hardware, unless approved by UTA as an exception. The contractor shall adhere to industry standards and best practices. Live trains will never run on the training facility rails. Hi-Rail equipment will operate on the training facility tracks for training purposes only. Below is a list of key infrastructure to be **procured, constructed, and installed** in this scope. This list is not comprehensive, contractor shall refer to the approved design for complete details

- Contractor to apply and obtain all permitting for work to be done
- Demolition, Clearing, and Earthwork
 - Remove concrete pavement
 - Remove and replace existing waterway
 - Dewatering
- Erosion control: silt fence, straw, seeds, riprap, etc.
- Drainage & Grading

- Site Utilities
 - Drainage pipes, catch basins, and detention ponds with inlets and outlets
 - Relocate power pole and connections to existing building
 - Fire service line to existing TEC facility
- Embedded trackwork with concrete transitions slabs and embedded-to-ballasted transitions
- Ballasted trackwork (install sub-ballast, ballast, ties, and rail)
- Special Trackwork
 - One (1) interlocking with four (4) #10 turnouts
 - Turnouts to be transported to yard from 5300/5400 S project location.
- Bollards at both ends of Track 1 and 3, north end of Track 2
- Graded access road
- Grade crossing (embedded track)
 - Striping
 - 3 gate arms
- Foundations
 - Signal house foundation
 - OCS Pole Foundations (approx. 30)
 - TPSS foundation
 - Pad-mount disconnect switch foundation
 - Main distribution pad
- Ballast pad for four training switch modules
- Conduit trenching, pull boxes, routing, and installation
 - Signals
 - Communications
 - Utility power
 - Lighting
- Concrete-encased duct banks
 - TPSS-to-OCS feeder cables
 - TPSS-to-rail negative return cables
 - Communications, signals, and TPSS
 - Lighting
 - Power distribution
- TPSS transportation and installation (from Beck Yard to the training yard)
- Pedestrian & bike access path

The hourly rates used to complete this task shall be in accordance with the rates as defined in contract 20-03349VW.

Please contact Dean Hansen at telephone number 801-687-3400 or via email at dhansen@rideuta.com if you have any questions.



Sincerely,

Dean Hansen Digitally signed by Dean Hansen
DN: C=US, E=dhansen@rideuta.com,
O=Utah Transit Authority, OU=Systems
Engineering, CN=Dean Hansen
Date: 2023.11.08 15:40:05-0700 (Signature)

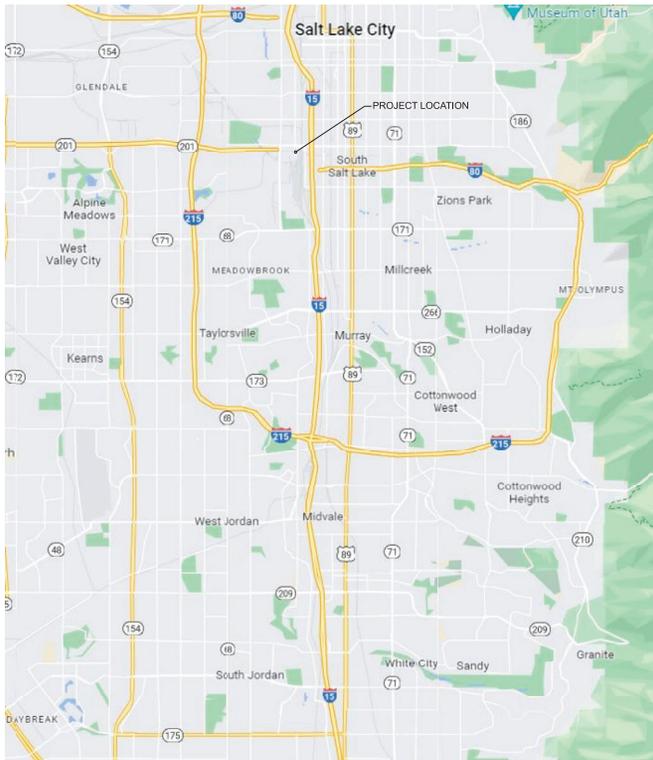
Dean Hansen
Manager- Systems Engineering
Utah Transit Authority

UTAH TRANSIT AUTHORITY

RAIL FACILITIES MAINTENANCE OF WAY TRAINING YARD

GRADING AND DRAINAGE PACKAGE

RELEASED FOR CONSTRUCTION
MAY 2023



INDEX TO SHEETS	
SHEET NUMBER	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES
3	TRACK TYPICAL SECTIONS
4	GRADING AND DRAINAGE SITE PLAN 1 OF 2
5	GRADING AND DRAINAGE SITE PLAN 2 OF 2
6	TRACK ALIGNMENT DATA
7	TRACK PROFILE SHEET 1 OF 2
8	TRACK PROFILE SHEET 2 OF 2
9	GRADE CROSSING DETAIL
10	TRACK SLAB DETAIL SHEET 1 OF 2
11	TRACK SLAB DETAIL SHEET 2 OF 2
12	REFERENCE DRAWING SHEET 1
13	REFERENCE DRAWING SHEET 2
14	REFERENCE DRAWING SHEET 3
15	REFERENCE DRAWING SHEET 4
16	REFERENCE DRAWING SHEET 5
17	DRAINAGE GENERAL NOTES SHEET 1 OF 2
18	DRAINAGE GENERAL NOTES SHEET 2 OF 2
19	DRAINAGE DETAILS SHEET 1 OF 2
20	DRAINAGE DETAILS SHEET 2 OF 2
21	DRAINAGE PROFILES SHEET 1 OF 2
22	DRAINAGE PROFILES SHEET 2 OF 2
23	DRAINAGE POND PLAN AND PROFILE SHEET 1 OF 2
24	DRAINAGE POND PLAN AND PROFILE SHEET 2 OF 2

△	10/13/22	60% DESIGN
△	1/13/22	100% DESIGN
△	5/08/23	RFC
△		
△		
△		
REV	DATE	Description

Submitted By: _____



Designed By:	BH
Drawn By:	BH
Checked By:	GT
Approved By:	JS

UTA FACILITIES
M.O.W. TRAINING YARD
823 W DAVIS RD
SOUTH SALT LAKE, UT

TITLE SHEET

Scale:	AS SHOWN
CADD Filename:	TITLE SHEET
Submital Date:	05/08/23
UTA Contract No.:	
Drawing No.:	T-01
Sheet No.:	1

COMPLIANCE

- ALL WORK TO CONFORM TO UTA, SOUTH SALT LAKE, AND APWA STANDARDS, SPECIFICATIONS, AND REQUIREMENTS.
- ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS AND THE MOST RECENT, ADOPTED EDITIONS OF THE FOLLOWING: INTERNATIONAL BUILDING CODE (IBC), THE INTERNATIONAL PLUMBING CODE, STATE DRINKING WATER REGULATIONS, APWA MANUAL OF STANDARD PANS AND SPECIFICATIONS.
- ALL CONSTRUCTION SHALL BE AS SHOWN ON THESE PLANS. ANY REVISIONS MUST HAVE PRIOR WRITTEN APPROVAL.

PERMITTING AND INSPECTIONS

- PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL PAY FOR AND ENSURE ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED, NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED THOROUGHLY REVIEWED PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES, UTA WILL PAY FOR IMPACT FEES.
- CONTRACTOR IS RESPONSIBLE FOR SCHEDULING AND NOTIFYING ENGINEER OR INSPECTING AUTHORITY 48 HOURS IN ADVANCE OF COVERING UP ANY PHASE OF CONSTRUCTION REQUIRING OBSERVATION.
- ANY WORK IN THE PUBLIC RIGHT-OF-WAY WILL REQUIRE PERMITS FROM THE APPROPRIATE CITY, COUNTY, OR STATE AGENCY CONTROLLING THE ROAD AND WITH APPROPRIATE INSPECTIONS.

COORDINATION AND VERIFICATION

- ALL DIMENSIONS, GRADES & UTILITY DESIGNS SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION, CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES, NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF NOT VERIFIED AND NOTIFICATION OF CONFLICTS HAVE NOT BEEN BROUGHT TO THE ATTENTION OF THE ENGINEER.
- CONTRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING AND BRING UP ANY QUESTIONS BEFOREHAND, NO ALLOWANCE WILL BE MADE FOR DISCREPANCIES OR OMISSIONS THAT CAN BE EASILY OBSERVED.
- CONTRACTOR TO COORDINATE WITH ALL OTHER DISCIPLINES, INCLUDING BUT NOT LIMITED TO: LANDSCAPE PLANS, SITE ELECTRICAL, SITE LIGHTING, AND ELECTRICAL SERVICE TO THE BUILDING(S), ETC., NOT SHOWN ON CIVIL PLANS.

SAFETY AND PROTECTION

- CONTRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION.
- CONTRACTOR IS RESPONSIBLE FOR THE SAFETY OF THE PROJECT AND SHALL MEET ALL OSHA REQUIREMENTS.
- CONTRACTOR IS RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES, AND FOR THE PROTECTION OF WORKERS AND PUBLIC.
- CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC AND PRIVATE PROPERTY, ROADWAYS, AND UTILITY IMPROVEMENTS, DAMAGE TO EXISTING IMPROVEMENTS CAUSED BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR AT THEIR EXPENSE TO THE SATISFACTION OF THE OWNER OF SAID IMPROVEMENTS.
- CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO, VEHICLE AND EQUIPMENT STAGING, MATERIAL STORAGE, AND LIMITS OF TRENCH EXCAVATION.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN PERMISSIONS AND/OR EASEMENTS FROM THE APPROPRIATE GOVERNMENT AGENCY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS.
- CONTRACTOR SHALL PROVIDE BARRICADES, SIGNS, FLASHERS, OTHER EQUIPMENT AND FLAG PERSONS NECESSARY TO INSURE THE SAFETY OF WORKERS AND VISITORS. ALL CONSTRUCTION SIGNING, BARRICADING, AND TRAFFIC DELINEATION SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST EDITION.
- CONTRACTOR SHALL COMPLY WITH LOCAL NOISE ORDINANCE STANDARDS.
- CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL ACCORDING TO GOVERNING AGENCY STANDARDS.
- CONTRACTOR SHALL TAKE ALL NECESSARY AND PROPER PRECAUTIONS TO PROTECT ADJACENT PROPERTIES FROM ANY AND ALL DAMAGE THAT MAY OCCUR FROM STORM WATER RUNOFF AND/OR DEPOSITION OF DEBRIS RESULTING FROM ANY AND ALL WORK IN CONNECTION WITH CONSTRUCTION, AND SUBMIT A STORM WATER POLLUTION PREVENTION PLAN, IF REQUIRED.
- WORK IN PUBLIC STREETS, ONCE BEGUN, SHALL BE PROSECUTED TO COMPLETION WITHOUT DELAY AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO THE TRAVELING PUBLIC.
- CONTRACTOR SHALL PROVIDE ALL NECESSARY HORIZONTAL AND VERTICAL TRANSITIONS BETWEEN NEW CONSTRUCTION AND EXISTING SURFACES TO PROVIDE FOR PROPER DRAINAGE AND FOR INGRESS AND EGRESS TO NEW CONSTRUCTION.

- NATURAL VEGETATION AND SOIL COVER SHALL NOT BE DISTURBED PRIOR TO ACTUAL CONSTRUCTION OF A REQUIRED FACILITY OR IMPROVEMENT. MASS CLEARING OF THE SITE IN ANTICIPATION OF CONSTRUCTION SHALL BE AVOIDED, CONSTRUCTION TRAFFIC SHALL BE LIMITED TO ONE APPROACH TO THE SITE, UNLESS OTHERWISE DIRECTED BY THE PROJECT SWPPP, THE APPROACH SHALL BE DESIGNATED BY THE OWNER OR GOVERNING AGENCY.
- THE CONTRACTOR SHALL TAKE REASONABLE MEASURE TO PROTECT EXISTING IMPROVEMENTS FROM DAMAGE AND ALL SUCH IMPROVEMENTS DAMAGED BY THE CONTRACTOR'S OPERATION SHALL BE REPAIRED OR RECONSTRUCTED TO THE ENGINEER/OWNER'S SATISFACTION AT THE EXPENSE OF THE CONTRACTOR. THE CONTRACTOR SHALL REVIEW AND COMPLY WITH THE UTA SAFETY MANUAL.

MATERIALS

- SITE CONCRETE SHALL BE A MINIMUM 6.5 BAG MIX, 4000 P.S.I. @ 28 DAYS, 4" MAXIMUM SLUMP WITH 5% TO 7% AIR ENTRAINMENT, UNLESS SPECIFIED OTHERWISE, SEE SPECIFICATIONS.
- SLABS-ON-GRADE WILL BE TYPICALLY SCORED (1/4 THE DEPTH) AT INTERVALS NOT TO EXCEED THEIR WIDTH OR 12 TIMES THEIR DEPTH, WHICHEVER IS LESS. SCORING WILL BE PLACED TO PREVENT RANDOM CRACKING, FULL DEPTH EXPANSION JOINTS WILL BE PLACED AGAINST ANY OBJECT DEEMED TO BE FIXED, CHANGES IN DIRECTION AND AT EQUAL INTERVALS NOT TO EXCEED 50 FEET.
- CONCRETE WATERWAYS, CURB WALLS, MOWSTRIPS, CURB AND GUTTER, ETC., WILL TYPICALLY BE SCORED (1/4 THE DEPTH) AT INTERVALS NOT TO EXCEED 10 FEET AND HAVE FULL DEPTH EXPANSION JOINTS AT EQUAL SPACING NOT TO EXCEED 50 FEET.
- UNLESS OTHERWISE NOTED, ALL SLABS-ON-GRADE WILL HAVE A MINIMUM 8" TURNED-DOWN EDGE TO HELP CONTROL FROST HEAVE.
- UNLESS OTHERWISE NOTED, A 4" LAYER OF PORTLAND CEMENT CONCRETE (9" FOR BUS TRAFFIC AREAS) SHALL BE PLACED OVER A MINIMUM OF 4" UNTREATED ROAD BASE OVER A WELL COMPACTED (95%) SUBGRADE. SEE PROJECT TYPICAL SECTIONS.
- ALL EXPOSED SURFACES WILL HAVE A TEXTURED FINISH, RUBBED OR BROOMED, ANY "PLASTERING" OF NEW CONCRETE WILL BE DONE WHILE IT IS STILL "GREEN".
- ALL JOINTS (CONTROL, CONSTRUCTION OR EXPANSION JOINTS, ETC.) WILL BE SEALED WITH A ONE PART POLYURETHANE SEALANT (SEE SPECIFICATIONS).

- ASPHALTIC CONCRETE PAVEMENT SHALL BE A MINIMUM 3" OVER 8" OF COMPACTED (95%) ROAD BASE OVER 8" GRANULAR BORROW OVER PROPERLY PREPARED AND COMPACTED (95%) SUBGRADE FOR CAR TRAFFIC, AND A MINIMUM 7" ASPHALTIC CONCRETE OVER 9" OF COMPACTED (95%) ROAD BASE OVER 10" OF GRANULAR BORROW OVER A TENSAR TX 160 GEOGRID (OR AN APPROVED EQUIVALENT) OVER PROPERLY PREPARED AND COMPACTED (95%) SUBGRADE FOR BUS TRAFFIC, UNLESS NOTED OTHERWISE, SEE SPECIFICATIONS.

- ASPHALT COMPACTION SHALL BE A MINIMUM 96% (MARSHALL DESIGN).
- SURFACE COARSE SHALL BE 1/2" MINUS, MIX DESIGN TO BE SUBMITTED FOR APPROVAL AT LEAST TWO WEEKS PRIOR TO ANTICIPATED PAVING SCHEDULE.
- AC PAVEMENT TO BE A 1/2" ABOVE LIP OF ALL GUTTER (EXCEPT SPILL AND COLLAR CURB) AFTER COMPACTION.
- THICKNESSES OVER 3" WILL BE LAID IN TWO LIFTS WITH THE FIRST LIFT BEING AN APPROVED 3/4" MINUS DESIGN.

UTILITIES

- THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS, IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES EITHER DIRECT OR THROUGH BLUE STAKE TO LOCATE THEIR FACILITIES PRIOR TO STARTING CONSTRUCTION.
- CONTRACTOR TO VERIFY BY POT-HOLING BOTH THE VERTICAL AND HORIZONTAL LOCATION OF ALL EXISTING UTILITIES PRIOR TO INSTALLING ANY NEW LINES, NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY THEIR WORK FORCE.
- CONTRACTOR MUST START AT LOW END OF ALL NEW GRAVITY UTILITY LINES, NO EXTRA COMPENSATION IS TO BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO FAILURE TO COMPLY WITH THESE REQUIREMENTS.
- CONTRACTOR IS TO VERIFY LOCATION, DEPTH, SIZE, TYPE, AND OUTSIDE DIAMETERS OF UTILITIES IN THE FIELD BY POT-HOLING A MINIMUM OF 300 FEET AHEAD, PIPELINE CONSTRUCTION TO AVOID CONFLICTS WITH DESIGNED PIPELINE GRADE AND ALIGNMENT. EXISTING UTILITY INFORMATION SHOWN ON PLANS OR OBTAINED FROM UTILITY COMPANIES OR BLUE STAKED MUST BE ASSUMED AS APPROXIMATE, REQUIRING FIELD VERIFICATION.
- FIRE SERVICE LINES TO BE CONSTRUCTED IN ACCORDANCE WITH LOCAL GOVERNING MUNICIPALITY STANDARDS AND SPECIFICATIONS.
- STORM DRAIN TO BE CONSTRUCTED IN ACCORDANCE WITH THE GOVERNING MUNICIPALITY STANDARDS AND SPECIFICATIONS.
- ALL STORM DRAIN AND IRRIGATION CONDUITS SHALL BE INSTALLED WITH WATER TIGHT JOINTS AND CONNECTIONS.
- ALL STORM DRAIN PIPE PENETRATIONS INTO BOXES SHALL BE CONSTRUCTED WITH WATER TIGHT SEALS ON THE OUTSIDE AND GROUTED SMOOTH WITH A NON-SHRINK GROUT ON THE INSIDE, CONDUITS SHALL BE CUT OFF FLUSH WITH THE INSIDE OF THE BOX.

- NO CHANGE IN THE DESIGN OF UTILITIES AS SHOWN WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE GOVERNING MUNICIPALITY, OR OTHER AUTHORITY HAVING JURISDICTION OVER THAT UTILITY.
- ALL STORM DRAIN CONDUITS AND BOXES SHALL BE CLEAN AND FREE OF ROCKS, DIRT, AND CONSTRUCTION DEBRIS PRIOR TO FINAL INSPECTION.
- CONTRACTOR IS RESPONSIBLE FOR THE COST AND SCHEDULING OF REQUIRED UTILITIES TO THE PROJECT.

AMERICANS WITH DISABILITIES ACT

- PEDESTRIAN / ADA ROUTES SHALL MEET THE FOLLOWING SPECIFICATIONS:
 - ROUTES SHALL HAVE A 2.00% (1:50) MAXIMUM CROSS SLOPE.
 - ROUTES SHALL HAVE A 5.00% (1:20) MAXIMUM SLOPE.
 - RAMPS SHALL HAVE A 8.33% (1:12) MAXIMUM SLOPE.
- ADA PARKING STALLS AND ADJACENT ROUTES SHALL HAVE A 2.00% MAXIMUM SURFACE SLOPE IN ANY DIRECTION, UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL ADHERE TO THE ABOVE SPECIFICATIONS, IN THE EVENT OF A DISCREPANCY IN THE CONSTRUCTION DOCUMENTS, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT/ENGINEER PRIOR TO ANY CONSTRUCTION.

GRADING / SOILS

- SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS.
- ALL EXCAVATED OR FILLED AREAS SHALL BE COMPACTED TO 95% OF MODIFIED PROCTOR MAXIMUM DENSITY PER ASTM TEST D-1557, EXCEPT UNDER BUILDING FOUNDATIONS WHERE IT SHALL BE 98% MIN. OF MAXIMUM DENSITY, MOISTURE CONTENT AT TIME OF PLACEMENT SHALL NOT EXCEED 2% ABOVE NOR 3% BELOW OPTIMUM.
- SITE CLEARING SHALL INCLUDE THE LOCATING AND REMOVAL OF ALL UNDERGROUND TANKS, PIPES, VALVES, ETC., OR FILLING WITH FLOWABLE FILL AS DETERMINED BY THE ENGINEER.
- ALL EXISTING VALVES, MANHOLES, ETC. SHALL BE RAISED OR LOWERED TO GRADE AS REQUIRED.

GENERAL CONSTRUCTION NOTES

- ALL CONSTRUCTION SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF SOUTH SALT LAKE, IN ADDITION, ALL WORK SHALL COMPLY WITH THE PROJECT DRAWINGS, PROJECT SPECIFICATIONS, IF CONFLICTS ARE NOTED, CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO START OF CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE WITH ALL GOVERNING AGENCIES FOR ALL PERMITS AND BONDS REQUIRED FOR CONSTRUCTION, CONTRACTOR SHALL ALSO BE RESPONSIBLE INSPECTION AND REVIEW OF WORK.
- CONTRACTOR IS RESPONSIBLE FOR ALL PROJECT SAFETY, INCLUDING BUT NOT LIMITED TO TRENCHING AND SHORING, TRAFFIC CONTROL, AND SECURITY.
- CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN UP-TO-DATE "AS BUILT" DRAWINGS THROUGHOUT THE PROJECT, THESE DRAWINGS SHALL BE PROVIDED TO THE OWNER UPON COMPLETION OF THE PROJECT.
- CONTRACTOR IS CAUTIONED THAT THE LOCATION AND ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE DRAWINGS IS BASED ON RECORDS OF UTILITIES COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD, THE INFORMATION IS NOT TO BE RELIED ON AS EXACT OR COMPLETE, CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES AND SERVICE LATERALS AND FOR REPAIRING ALL DAMAGE THAT OCCURS TO THE UTILITY DURING CONSTRUCTION.
- CONTRACTOR SHALL TAKE THE NECESSARY MEASURES TO PROTECT ALL FACILITIES (I.E. PIPES STRUCTURES, ETC.) DURING CONSTRUCTION UNTIL THE DESIGN GRADE AND COVER HAS BEEN ATTAINED AND WORK HAS BEEN ACCEPTED.
- CONTRACTOR SHALL VERIFY ALL EXISTING PROJECT MONUMENTS AND CONTROL AND NOTIFY ENGINEER OF ANY PROBLEMS PRIOR TO START OF CONSTRUCTION, CONTRACTOR SHALL MAINTAIN OR RESTORE ALL MONUMENTS AND MONUMENT REFERENCE MARKS WITHIN THE PROJECT SITE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR DUST AND EROSION CONTROL 24 HOURS PER DAY UNTIL VEGETATION IS ESTABLISHED, AND MAINTAIN UNIMPEDED ACCESS ROAD MAINTENANCE IN ACCORDANCE WITH CITY STANDARDS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY TRAFFIC CONTROL DURING THE CONSTRUCTION OF THE PROJECT, UNTIL WORK IS APPROVED AND ACCEPTED BY OWNER.
- ALL TRAFFIC CONTROL (I.E. SIGNAGE, STRIPING, AND PAVEMENT MARKINGS) SHALL CONFORM TO THE MOST CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- CONTRACTOR WILL BE RESPONSIBLE FOR THE COST AND SCHEDULING OF ALL QUALITY CONTROL INSPECTIONS, TESTING, AND SAMPLING AS OUTLINED IN THE PROJECT SPECIFICATIONS.
- UTA WILL PROVIDE QUALITY ASSURANCE FOR PROJECT.

△	10/13/22	60% DESIGN
△	1/13/22	100% DESIGN
△	5/08/23	RFC
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REV	DATE	Description

Submitted By: _____



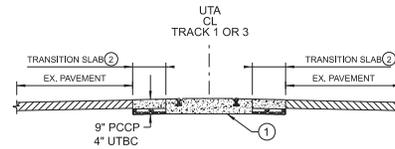
Approved By: _____

Designed By:	BH
Drawn By:	BH
Checked By:	GT
Approved By:	JS

UTA FACILITIES
 M.O.W. TRAINING YARD
 823 W DAVIS RD
 SOUTH SALT LAKE, UT

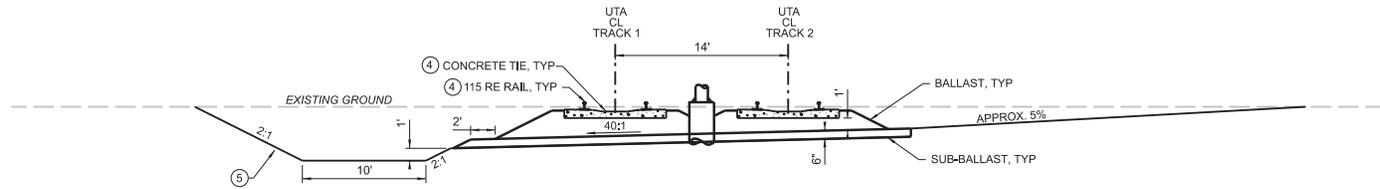
GENERAL NOTES

Scale:	AS SHOWN
CADD Filename:	TITLE SHEET
Submital Date:	05/08/23
UTA Contract No.:	
Drawing No.:	GN-01
Sheet No.:	2



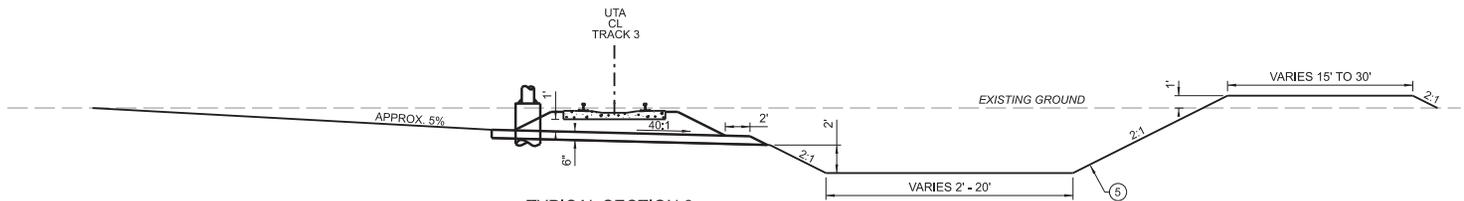
TYPICAL SECTION 1

STA 100+00 TO STA 103+00
STA 300+00 TO STA 300+40



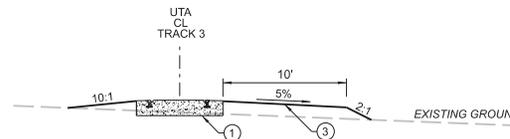
TYPICAL SECTION 2

STA 103+00 TO STA 107+62



TYPICAL SECTION 3

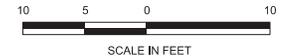
STA 300+40 TO STA 304+32



TYPICAL SECTION 4

STA 304+32 TO STA 307+47

- KEY NOTES:
- ① TRACK SLAB, SEE REFERENCE SHEETS.
 - ② WIDTH AND SLOPE VARIES, SEE DETAIL SHEETS.
 - ③ UTBC ACCESS ROAD
 - ④ NEW OR SALVAGED (COORDINATE WITH UTA)
 - ⑤ SEE DRAINAGE POND PLAN & PROFILE SHEETS



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△	1/13/22	100% DESIGN
△	5/08/23	RFC
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REV	DATE	Description

Submitted By: _____

Approved By: _____



UTAH TRANSIT AUTHORITY

Designed By:	BH, TJ
Drawn By:	BH, TJ
Checked By:	GT, RS
Approved By:	JS

UTA FACILITIES
M.O.W. TRAINING YARD
823 W DAVIS RD, SOUTH SALT LAKE, UT

TRACK TYPICAL SECTIONS
SHEET 1 OF 1

Scale:	AS SHOWN
CADD Filename:	TRACK TYPICAL SECTIONS
Submital Date:	05/08/23
UTA Contract No.:	
Drawing No.:	TTS-01
Sheet No.:	3

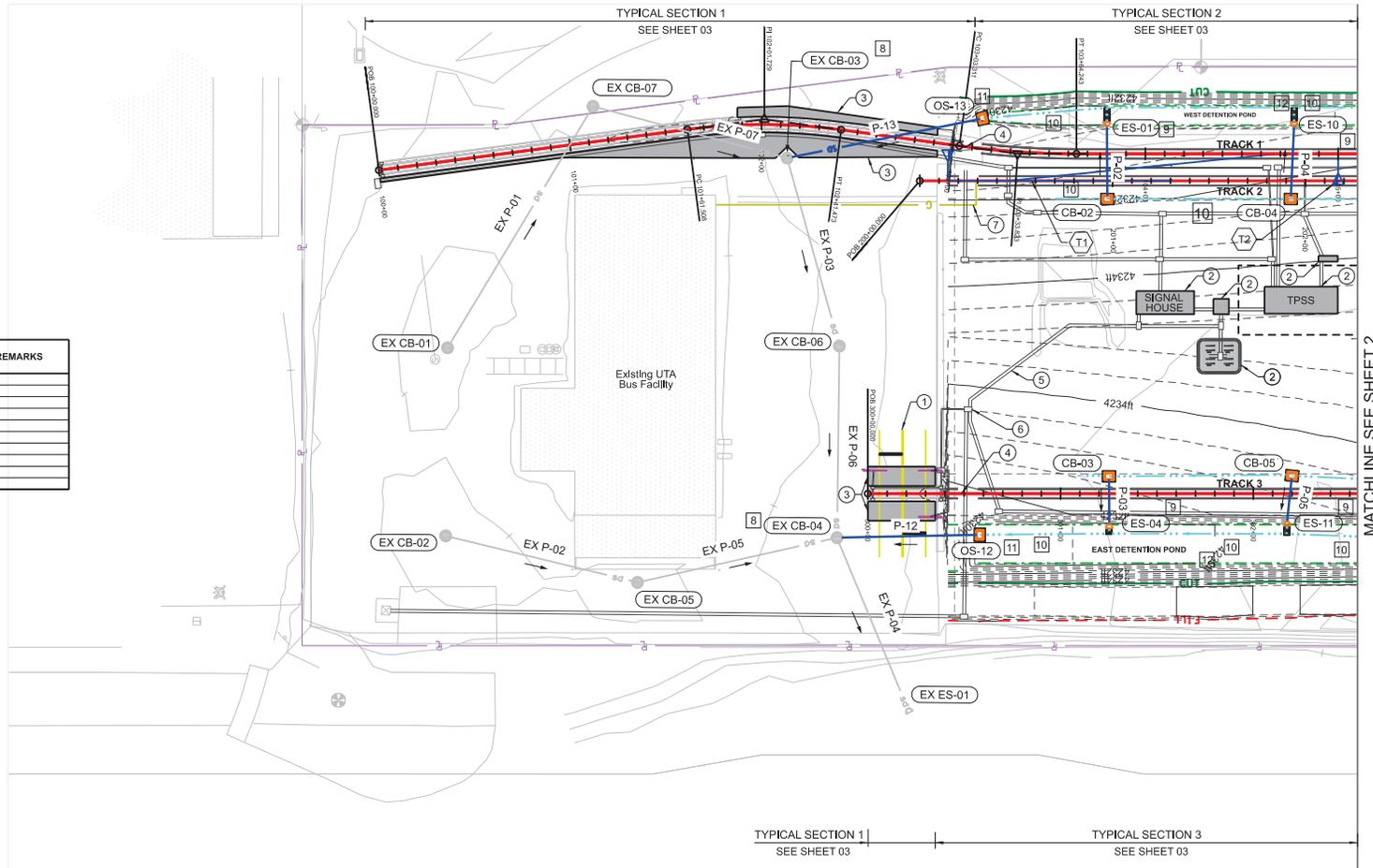
DRAINAGE STRUCTURE ID	LAYOUT (SEE DRDT-01)	ALIGNMENT	STATION	OFFSET	REMARKS
CB-02	D	TRACK 1	103+80.24	23.40	RT
CB-03	D	TRACK 1	103+91.10	167.20	RT
CB-04	D	TRACK 1	104+75.41	23.42	RT
CB-05	D	TRACK 1	104+75.99	166.84	RT
ES-01	C	TRACK 1	103+79.88	14.31	LT
ES-04	C	TRACK 1	103+81.26	191.92	RT
ES-10	C	TRACK 1	104+77.96	14.31	LT
ES-11	C	TRACK 1	104+73.48	190.77	RT
OS-12	D	TRACK 1	103+29.41	199.42	RT
OS-13	D	TRACK 1	103+13.62	15.67	LT

KEY NOTES:

- ① AT-GRADE CROSSING, SEE SHEET 09.
- ② SIGNAL EQUIPMENT (BY OTHERS).
- ③ TRANSITION SLAB, SEE SHEETS 10 & 11.
- ④ PAVED TRACK TRANSITION SECTION, SEE REFERENCE SHEETS.
- ⑤ CONDUIT (TYP.).
- ⑥ JUNCTION BOX (TYP.).
- ⑦ GAS CONNECTION TO SWITCH HEATER (BY OTHERS).

DRAINAGE PLAN & PROFILE NOTES:

- ⑧ CONNECT PROPOSED PIPE TO EXISTING STRUCTURE, CORE AND GROUT A WATERTIGHT CONNECTION, SEE DETAIL A ON SHEET DRDT-01
- ⑨ SEE SHEET DRDT-01 FOR RIPRAP DETAILS.
- ⑩ SEE SHEETS GR-01 AND GR-02 FOR DITCH DETAILS.
- ⑪ SEE SHEET DRDT-02 FOR POND OUTLET STRUCTURE DETAILS.
- ⑫ SEE SHEETS GR-01 AND GR-02 FOR POND GRADING DETAILS.



REV	DATE	Description
△	10/13/22	60% DESIGN
△	12/23/22	100% DESIGN
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Submitted By: _____

Approved By: _____

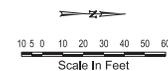


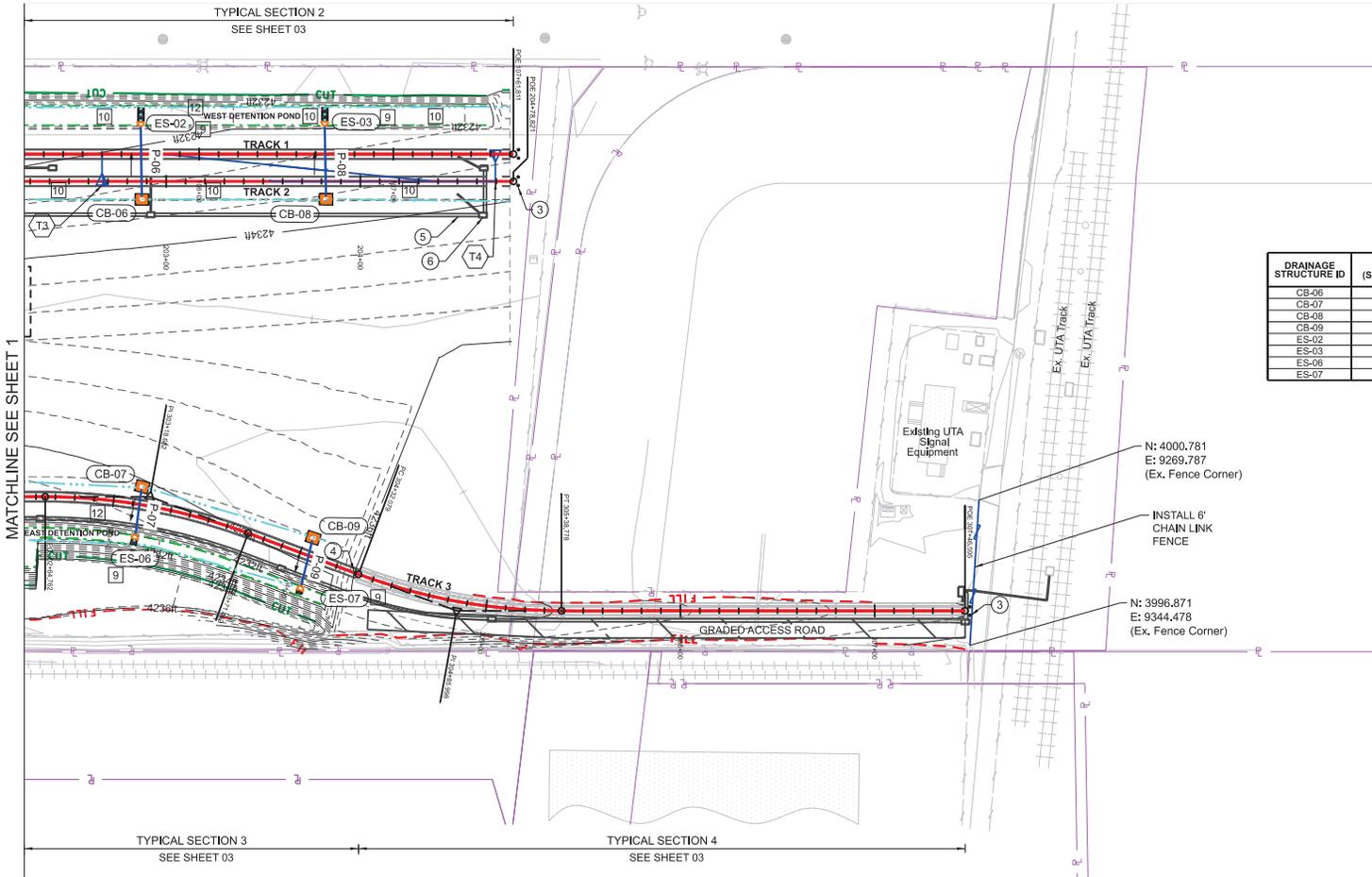
Designed By:	BH, TJ
Drawn By:	BH, TJ
Checked By:	GT, RS
Approved By:	JS

UTA FACILITIES
M.O.W. TRAINING YARD
823 W DAVIS RD, SOUTH SALT LAKE, UT
GRADING AND DRAINAGE SITE PLAN
SHEET 1 OF 2

Scale:	AS SHOWN
CADD Filename:	GR-DR PLAN SHEET 01
Submitter Date:	05/08/23
UTA Contract No.:	
Drawing No.:	GRDR-01
Sheet No.:	4

ID NO.	ACTION	PT_SW STA.	PTO STA.
T1	INSTALL SALVAGED #10 LH TO	200+14.52	200+45.84
T2	INSTALL SALVAGED #10 LH TO	105+00.00	104+68.58



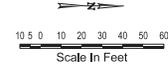


DRAINAGE STRUCTURE ID	LAYOUT (SEE DRDT-01)	ALIGNMENT	STATION	OFFSET	REMARKS
CB-06	D	TRACK 1	105+70.48	23.28	RT
CB-07	D	TRACK 1	105+70.65	171.01	RT
CB-08	D	TRACK 1	106+45.29	23.29	RT
CB-09	D	TRACK 1	106+58.65	197.28	RT
ES-02	C	TRACK 1	105+69.89	14.32	LT
ES-03	C	TRACK 1	106+64.63	14.47	LT
ES-06	C	TRACK 1	105+67.18	195.71	RT
ES-07	C	TRACK 1	106+52.59	222.09	RT

- KEY NOTES:
- ① AT-GRADE CROSSING. SEE SHEET 09.
 - ② SIGNAL EQUIPMENT (BY OTHERS).
 - ③ BOLLARDS (TYP), YELLOW, 4' HIGH, 5' SPACING.
 - ④ PAVED TRACK TRANSITION SECTION. SEE REFERENCE SHEETS.
 - ⑤ CONDUIT (TYP, BY OTHERS).
 - ⑥ JUNCTION BOX (TYP, BY OTHERS).

- DRAINAGE PLAN & PROFILE NOTES:
- ⑧ CONNECT PROPOSED PIPE TO EXISTING STRUCTURE, CORE AND GROUT A WATERTIGHT CONNECTION. SEE DETAIL A ON SHEET DRDT-01
 - ⑨ SEE SHEET DRDT-01 FOR RIPRAP DETAILS.
 - ⑩ SEE SHEETS GR-01 AND GR-02 FOR DITCH DETAILS.
 - ⑪ SEE SHEET DRDT-02 FOR POND OUTLET STRUCTURE DETAILS.
 - ⑫ SEE SHEETS GR-01 AND GR-02 FOR POND GRADING DETAILS.

TURNOUT DATA			
ID NO.	ACTION	PT_SW STA.	PITO STA.
T3	INSTALL SALVAGED #10 RH TO	204+69.50	204+38.08
T4	INSTALL SALVAGED #10 RH TO	105+50.00	105+81.42



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△	12/23/22	100% DESIGN
△	05/08/23	RFC
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REV	DATE	Description

Submitted By: _____

Approved By: _____



Designed By: BH, TJ
 Drawn By: BH, TJ
 Checked By: GT, RS
 Approved By: JS

UTA FACILITIES
 M.O.W. TRAINING YARD
 823 W DAVIS RD, SOUTH SALT LAKE, UT
 GRADING AND DRAINAGE SITE PLAN
 SHEET 2 OF 2

Scale: AS SHOWN
 CADD Filename: GR-DR_PLAN_SHEET 02
 Submitting Date: AS SHOWN
 UTA Contract No.:
 Drawing No.: GRDR-02
 Sheet No.: 5

Element	Point Type	Station	Nerthing	Eating	Radius	Length	Delta	Rotation Direction
AlignmentName:		Track 1						
Tangent	START	100+00.00	3300.49	9110.19				
Tangent	PC	101+61.51	3160.40	9067.50				
Arc	PC	101+61.51	3160.40	9067.50				
Arc	HPI	102+01.73	3199.42	9061.85	300	79.97	15°16'19.96"	Right
Arc	CC		3202.13	9364.53				
Arc	PT	102+41.47	3239.12	9066.89				
Tangent	PT	102+41.47	3239.12	9066.89				
Tangent	PC	103+03.31	3301.67	9064.64				
Arc	PC	103+03.31	3301.67	9064.64				
Arc	HPI	103+33.82	3331.34	9058.46	450	60.93	07°45'29.15"	Left
Arc	CC		3357.46	8648.19				
Arc	PT	103+64.24	3361.85	9058.17				
Tangent	PT	103+64.24	3361.85	9058.17				
Tangent	END	107+61.81	3759.40	9054.28				
AlignmentName:		Track 2						
Tangent	START	200+00.00	3280.14	9112.96				
Tangent	END	204+78.82	3759.44	9108.28				
AlignmentName:		Track 3						
Tangent	START	300+00.00	3255.34	9275.37				
Tangent	PC	302+64.76	3320.69	9272.79				
Arc	PC	302+64.76	3320.69	9272.79				
Arc	HPI	303+18.68	3374.61	9272.26	300	106.70	20°22'40.84"	Right
Arc	CC		3323.42	9572.77				
Arc	PT	303+71.46	3324.13	9260.54				
Tangent	PT	303+71.46	3324.13	9260.54				
Tangent	PC	304+32.08	3381.16	9311.09				
Arc	PC	304+32.08	3381.16	9311.09				
Arc	HPI	304+86.00	3732.49	9328.37	300	106.70	20°22'40.84"	Left
Arc	CC		3783.47	9028.86				
Arc	PT	305+38.78	3786.40	9328.84				
Tangent	PT	305+38.78	3786.40	9328.84				
Tangent	END	307+46.59	3994.11	9326.81				

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Submitted By: _____

Approved By: _____

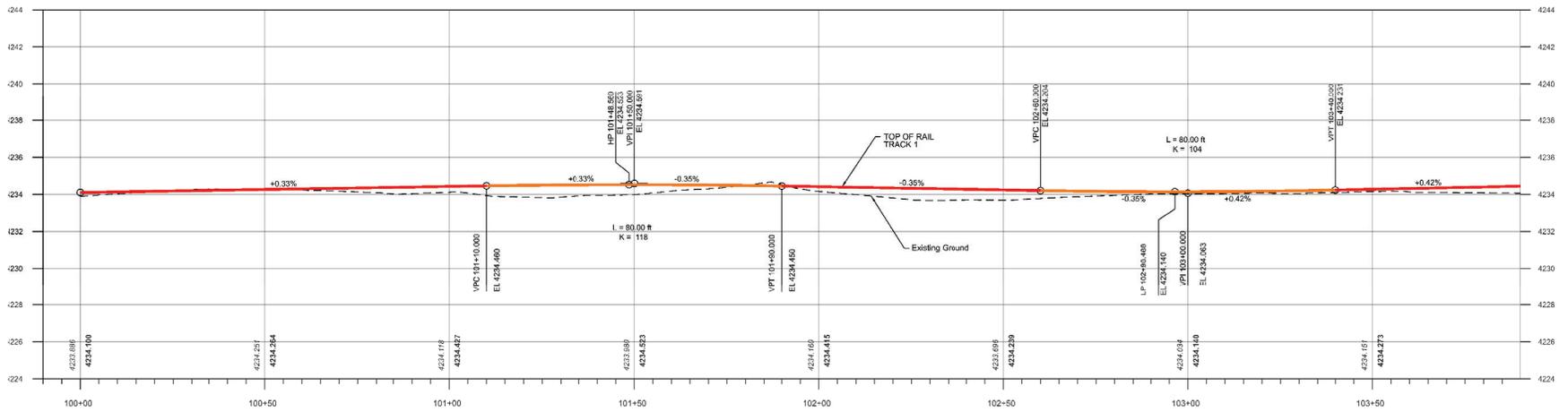


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Checked By:	GT
Approved By:	JS

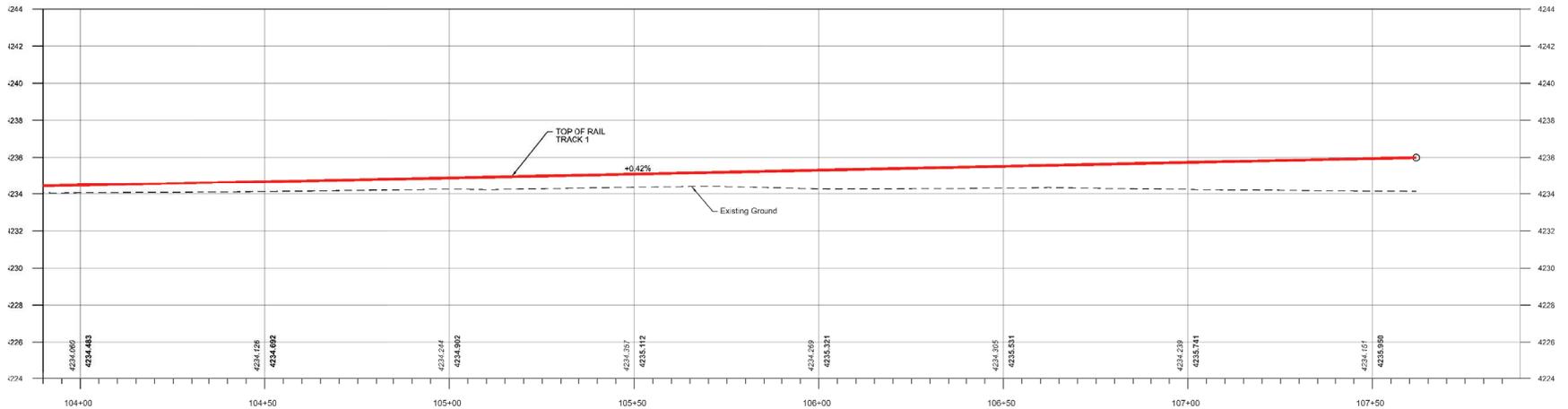
UTA FACILITIES
M.O.W. TRAINING YARD
823 W DAVIS RD, SOUTH SALT LAKE, UT

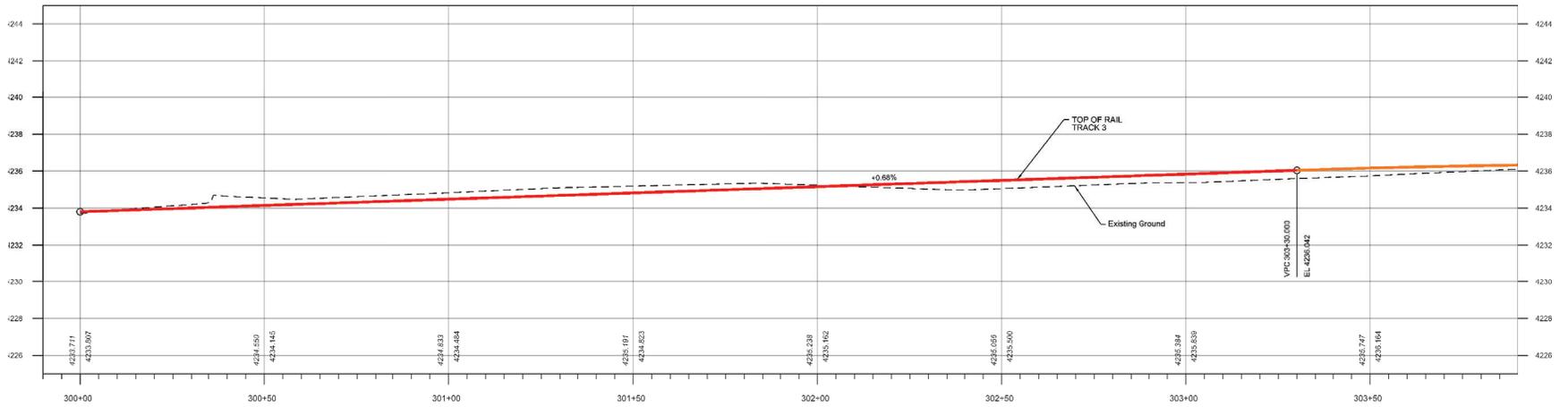
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SHEET 1 OF 1

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Submitter Date:	05/08/23
UTA Contract No.:	
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Sheet No.:	6

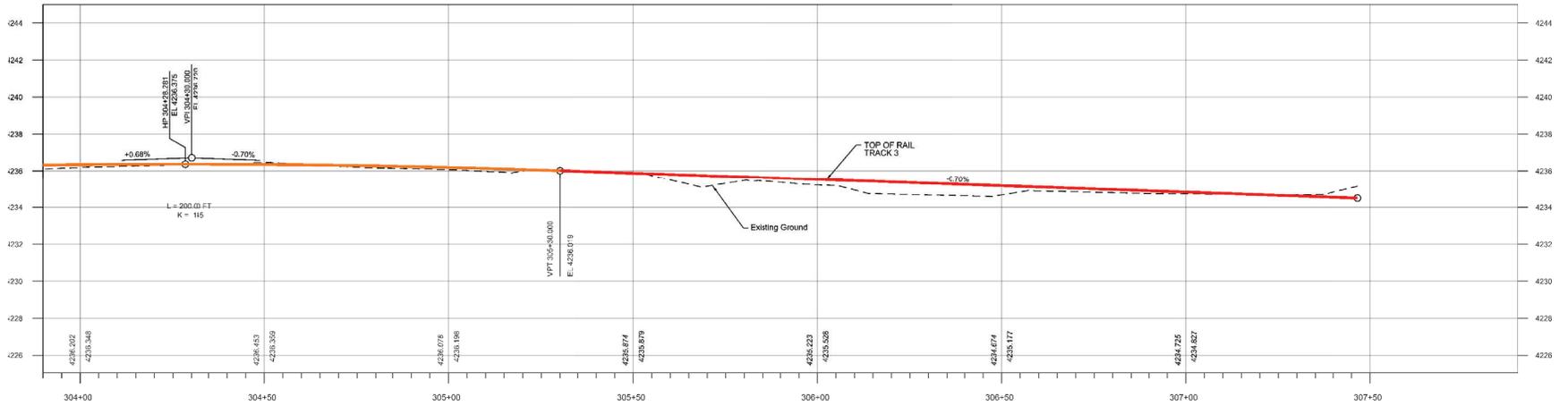


TRACK 1 PROFILE





TRACK 3 PROFILE



TRACK 3 PROFILE

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△	12/23/22	100% DESIGN
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UTA FACILITIES
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823 W DAVIS RD, SOUTH SALT LAKE, UT

TRACK PROFILE
SHEET 2 OF 2

Scale:	AS SHOWN
CADD Filename:	TRACK PROFILE SHEET
Submitter Date:	05/08/23
UTA Contract No.:	
Drawing No.:	TRP-02
Sheet No.:	8



KEY NOTES (THIS SHEET):

- ① VEHICLE GATE MECHANISM. SEE REFERENCE SHEETS.
- ② 4" SOLID WHITE STRIPE
- ③ 4" DOUBLE YELLOW STRIPE
- ④ 12" WHITE STOP BAR
- ⑤ LAYOUT REFERENCE POINT = 306+00.00

NOTES:

- 1. SEE TRANSITION SLAB DETAIL, SHEET 2



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REV	DATE	Description

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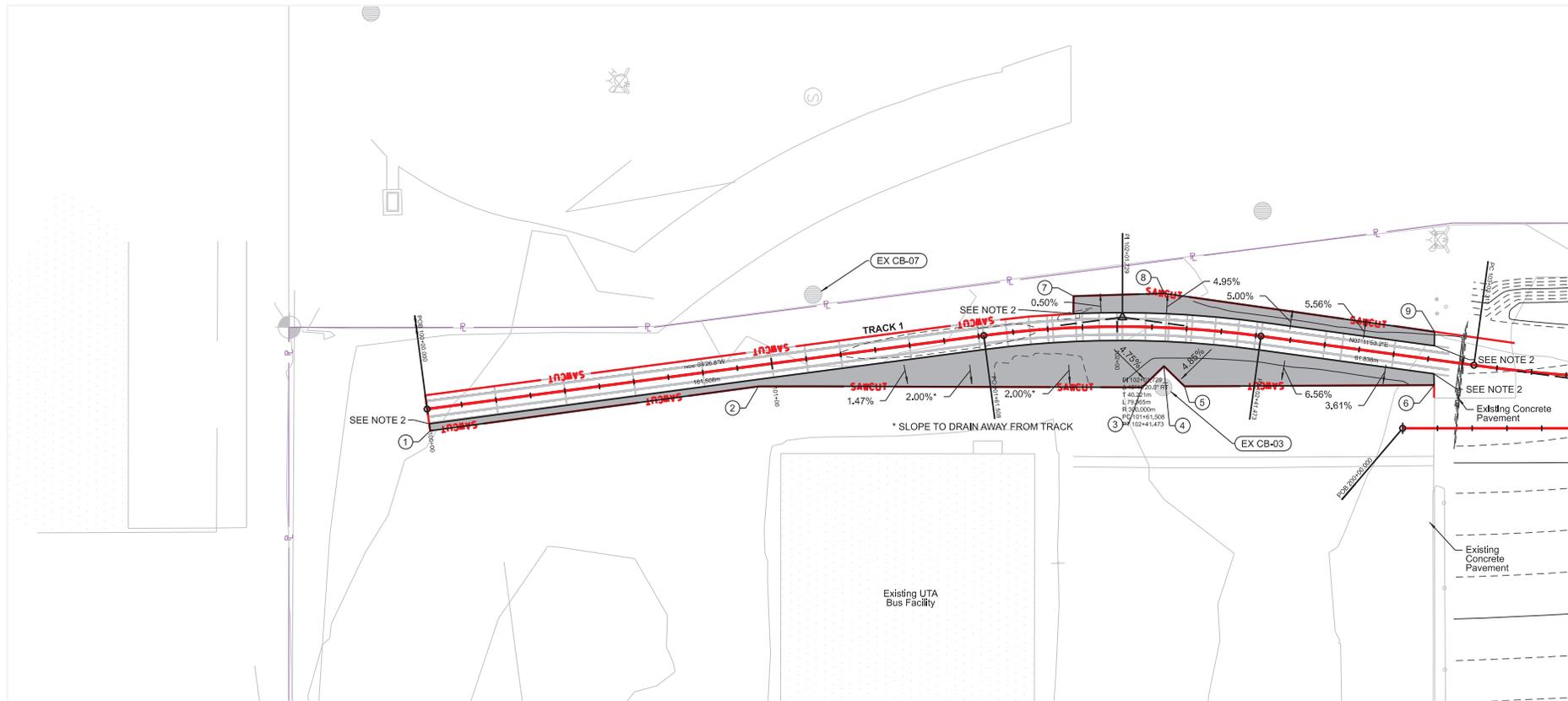
UTAH TRANSIT AUTHORITY

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GRADE CROSSING DETAIL
SHEET 1 OF 1

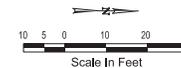
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Submitter Date:	05/08/23
UTA Contract No.:	
Drawing No.:	GRDT-01
Sheet No.:	9



POINT #	STATION	OFFSET	POINT DATA	ACTION
1	100+00.00	6.00 RT		MATCH EXISTING SLAB
2	100+95.34	6.00 RT		MATCH EXISTING SLAB
3	102+07.56	17.39 RT		MATCH EXISTING SLAB, PROTECT IN PLACE INLET STRUCTURE
4	102+13.89	11.06 RT		MATCH EXISTING SLAB, PROTECT IN PLACE INLET STRUCTURE
5	102+20.48	16.56 RT		MATCH EXISTING SLAB, PROTECT IN PLACE INLET STRUCTURE
6	102+92.74	7.20 RT		MATCH EXISTING SLAB
7	101+87.85	9.00 LT		MATCH EXISTING SLAB
8	102+13.15	9.80 LT		MATCH EXISTING SLAB
9	102+90.79	6.00 LT		MATCH EXISTING SLAB

NOTES:

1. SEE TRACK TYPICAL SECTIONS FOR SLAB PAVEMENT SECTION.
2. MATCH EMBEDDED TRACK SLAB ELEVATION AT INSIDE EDGE.
3. TRACK SLAB ELEVATION SET BY TRACK 1 PROFILE. SEE TRACK PROFILE SHEETS.
4. SAWCUT EXISTING SLAB AS SHOWN.



△	10/13/22	60% DESIGN
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REV	DATE	Description

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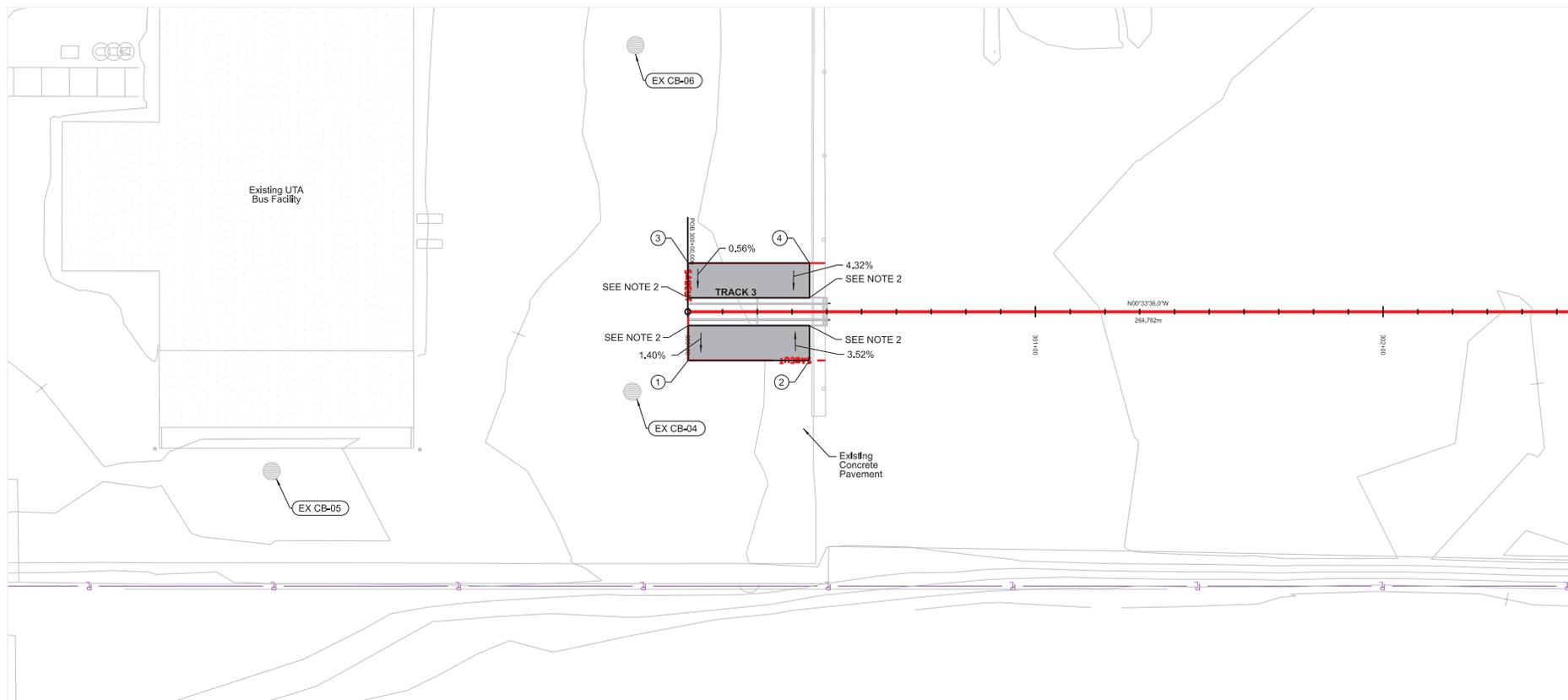
UTAH TRANSIT AUTHORITY

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Checked By:	GT
Approved By:	JS

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M.O.W. TRAINING YARD
823 W DAVIS RD, SOUTH SALT LAKE, UT

TRACK SLAB DETAIL
SHEET 1 OF 2

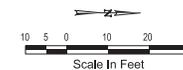
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Submitter Date:	05/08/23
UTA Contract No.:	
Drawing No.:	TRDT-01
Sheet No.:	10



POINT #	STATION	OFFSET	POINT DATA	ACTION
1	300+00.00	14.00 RT	MATCH EXISTING SLAB	
2	300+35.00	14.00 RT	MATCH EXISTING SLAB	
3	300+00.00	14.00 LT	MATCH EXISTING SLAB	
4	300+35.00	14.00 LT	MATCH EXISTING SLAB	

NOTES:

1. SEE TRACK TYPICAL SECTIONS FOR SLAB PAVEMENT SECTION.
2. MATCH EMBEDDED TRACK SLAB ELEVATION AT INSIDE EDGE.
3. TRACK SLAB ELEVATION SET BY TRACK 3 PROFILE. SEE TRACK PROFILE SHEETS.
4. SAWCUT EXISTING SLAB AS SHOWN.



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△	05/08/23	RFC
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REV	DATE	Description

Submitted By: _____

Approved By: _____

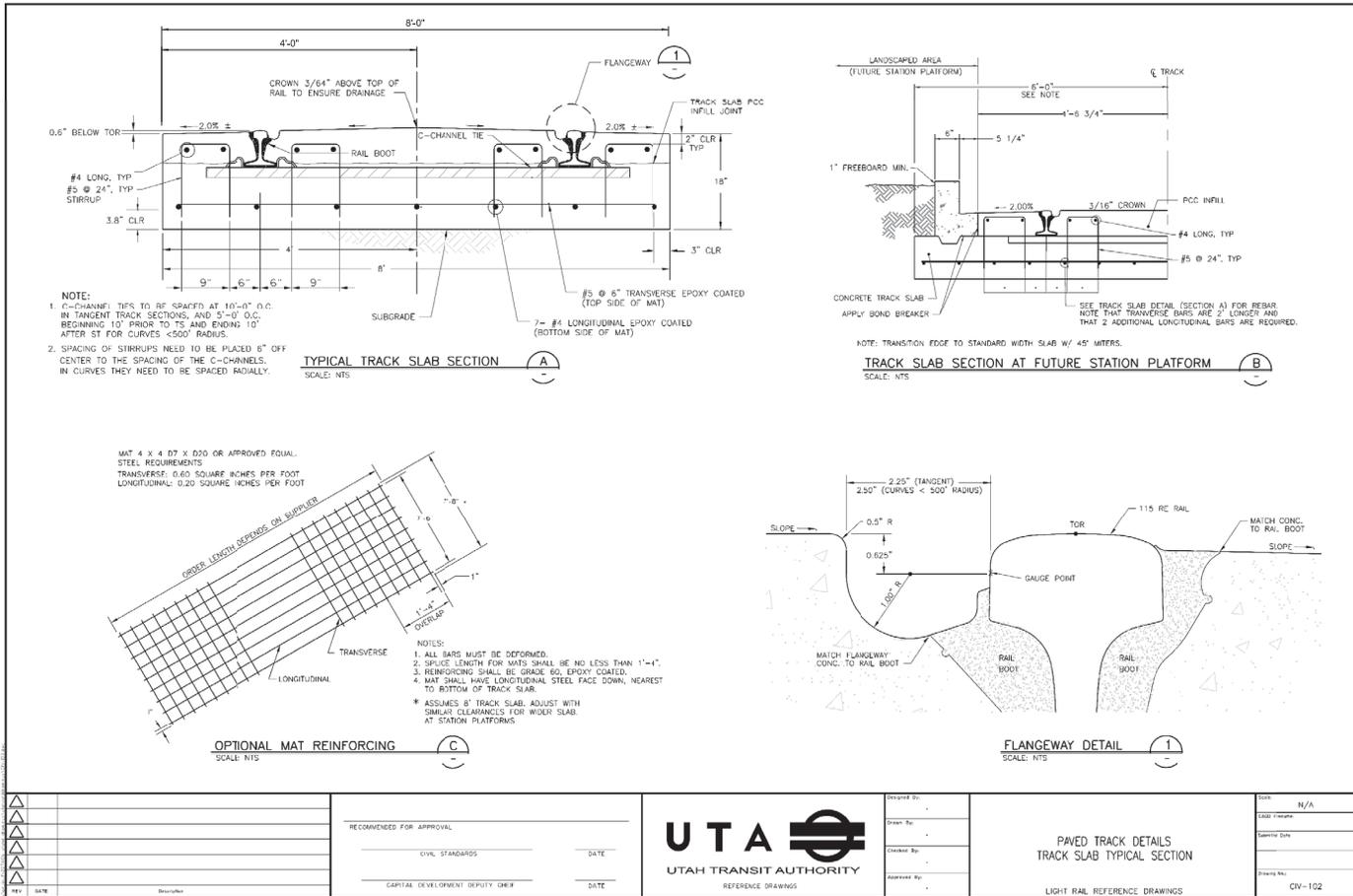


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Approved By:	JS

UTA FACILITIES
M.O.W. TRAINING YARD
823 W DAVIS RD, SOUTH SALT LAKE, UT

TRACK SLAB DETAIL
SHEET 2 OF 2

Scale:	AS SHOWN
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Drawing No.:	TRDT-02
Sheet No.:	11



FOR REFERENCE ONLY

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RECOMMENDED FOR APPROVAL	
CIVIL STANDARDS	DATE
CAPITAL DEVELOPMENT DEPUTY CHIEF	DATE

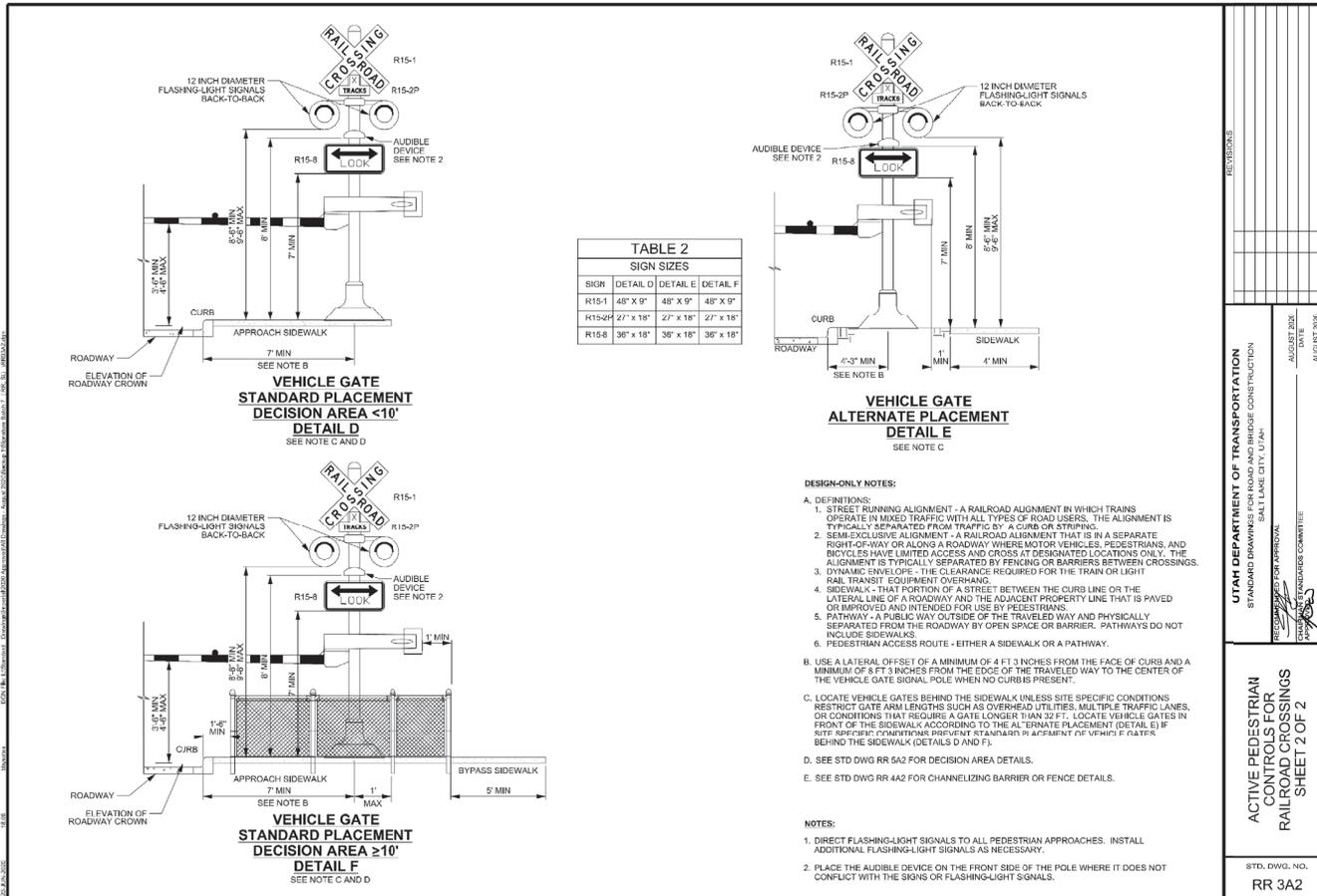


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Drawn By:	BH
Checked By:	GT
Approved By:	JS

PAVED TRACK DETAILS
TRACK SLAB TYPICAL SECTION
LIGHT RAIL REFERENCE DRAWINGS

Scale:	N/A
Sheet Number:	
Submit Date:	
Drawn No.:	
Drawn No.:	CV-102

Submitted By: _____		Approved By: _____			Designed By: BH Drawn By: BH Checked By: GT Approved By: JS	UTA FACILITIES M.O.W. TRAINING YARD 823 W DAVIS RD, SOUTH SALT LAKE, UT REFERENCE DRAWING SHEET 1	Scale: AS SHOWN CADD Filename: REFERENCE SHEET 01 Submit Date: 05/08/23 UTA Contract No.: Drawing No.: TRRF-01 Sheet No.: 12



FOR REFERENCE ONLY

REV	DATE	Description
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Checked By:	GT
Approved By:	JS

UTA FACILITIES
M.O.W. TRAINING YARD
823 W DAVIS RD, SOUTH SALT LAKE, UT

REFERENCE DRAWING
SHEET 5

Scale:	AS SHOWN
CADD Filename:	REFERENCE SHEET 05
Submit Date:	05/08/23
UTA Contract No.:	
Drawing No.:	TRRF-05
Sheet No.:	16

GENERAL NOTES:

1. SEE SHEET DRDT-01 FOR DRAINAGE STRUCTURE LAYOUT DETAILS.
2. ALL UTILITY LOCATIONS ARE APPROXIMATE AND SUBJECT TO FIELD VERIFICATION.
3. PIPE LENGTH SHOWN ON DRAINAGE PROFILE SHEETS IS HORIZONTAL LENGTH MEASURED FROM INSIDE FACE OF UPSTREAM STRUCTURE TO INSIDE FACE OF DOWNSTREAM STRUCTURE.
4. WHERE A DISCREPANCY EXISTS ON PLAN BETWEEN PIPE SLOPE AND INVERT ELEVATIONS, INVERT ELEVATIONS SHALL GOVERN
5. ALL EXISTING PIPE ELEVATIONS AND LOCATIONS ARE APPROXIMATE AND SUBJECT TO FIELD VERIFICATION.
6. APPLY THE APPLICABLE BEST MANAGEMENT PRACTICES (BMP'S) FOR TEMPORARY EROSION CONTROL IN ACCORDANCE WITH THE EROSION CONTROL PLAN SHEETS AND THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP). CONTRACTOR TO COORDINATE WITH EROSION CONTROL SUPERVISOR AS NEEDED.
7. MAINTAIN AND KEEP EXISTING STORM DRAIN SYSTEMS OPERATIONAL AS NEEDED TO PROVIDE DRAINAGE DURING CONSTRUCTION
8. PROTECT IN PLACE ALL EXISTING STORM DRAIN/IRRIGATION FACILITIES UNLESS OTHERWISE NOTED.
9. NOTIFY AND COORDINATE WITH ALL THIRD PARTY AGENCIES/ENTITIES PRIOR TO ANY WORK PERFORMED ON ANY THIRD PARTY/ENTITY FACILITIES.
10. FOR ADDITIONAL DRAINAGE NOTES, SEE DRAINAGE PLAN, PROFILE, AND DETAIL SHEETS.

GENERAL DRAINAGE PROFILE NOTES:

1. CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURE TO PROTECT EXISTING UTILITIES AND IMPROVEMENTS THAT ARE TO REMAIN IN PLACE FROM DAMAGE.
2. THE LOCATIONS OF EXISTING UTILITIES, DITCHES, CONDUITS, AND UNDERGROUND STRUCTURES SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF, AND PRESERVING, ALL EXISTING UTILITIES IMPACTED BY CONSTRUCTION OF NEEDED PROJECT IMPROVEMENTS.
3. PROTECTING AND RELOCATING EXISTING UTILITIES SHALL BE PERFORMED IN ACCORDANCE WITH UTA, CITY, AND APWA SPECIFICATIONS.
4. CONSTRUCTION OF STORM DRAIN FACILITIES IN DEVELOPED AREAS MAY IMPACT SERVICE LATERALS OR SERVICE LINES. CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATIONS OF ALL SERVICE LINES AND LATERALS. ALL SERVICE LATERALS AND CONNECTIONS THAT NEED TO BE REPLACED DUE TO CONSTRUCTION CONFLICTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS OF THE THIRD PARTY OWNER.
5. CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTHS OF BURIED UTILITIES IN THE FIELD BY POT-HOLING HEAD OF CONSTRUCTION IN AN EFFORT TO MINIMIZE CONFLICTS WITH DESIGNED PIPELINE GRADE AND ALIGNMENT. IF NEEDED, CONTRACTOR SHALL DEVELOP AND REQUEST A FIELD DESIGN CHANGE TO ADJUST LINE AND/OR GRADE OF NEW STORM DRAIN FACILITIES TO AVOID UTILITY CONFLICTS WHERE POSSIBLE.

DRAINAGE PLAN & PROFILE NOTES:

- 8 CONNECT PROPOSED PIPE TO EXISTING STRUCTURE. CORE AND GROUT A WATERTIGHT CONNECTION. SEE DETAIL A ON SHEET DRDT-01
- 9 SEE SHEET DRDT-01 FOR RIPRAP DETAILS.
- 10 SEE SHEETS GR-01 AND GR-02 FOR DITCH DETAILS.
- 11 SEE SHEET DRDT-02 FOR POND OUTLET STRUCTURE DETAILS.
- 12 SEE SHEETS GR-01 AND GR-02 FOR POND GRADING DETAILS.

XX-YY GENERAL DRAINAGE CALLOUT
 XX = TYPE OF STRUCTURE
 YY = STRUCTURE NUMBER

△	10/13/22	60% DESIGN
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△	5/08/23	RFC
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REV	DATE	Description

Submitted By: _____



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Drawn By:	TTJ
Checked By:	RTS
Approved By:	RTS

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 823 W DAVIS RD, SOUTH SALT LAKE, UT

DRAINAGE GENERAL NOTES
 SHEET 1 OF 2

Scale:	NTS
CADD Filename:	MOW_DR_GN_NOTES
Submitter Date:	05/08/23
UTA Contract No.:	
Drawing No.:	DRDT-00A
Sheet No.:	17

PLAN LEGEND:

- EXISTING CONTOUR
- sd - EXISTING STORM DRAIN
- PROPOSED CATCH BASIN /OUTLET STRUCTURE/SQUARE MANHOLE
- EXISTING MANHOLE/HYDRODYNAMIC SEPARATOR
- SD - PROPOSED STORM DRAIN
- FLOW DIRECTION ARROW
- PROPOSED CONTOUR
-  RIPRAP
-  PROPOSED END SECTION
-  PROPOSED SAFETY END SECTION
-  PROPOSED HEADWALL
- x— EXISTING FENCE
- PROPOSED DITCH

PROFILE LEGEND:

- FINISHED GRADE
- EXISTING GRADE
- HGL 10-YR (UNLESS NOTED OTHERWISE)
- ===== PROPOSED PIPE
- ===== EXISTING PIPE

ABBREVIATIONS:

- BCTV - BURIED CABLE TELEVISION
 - BE - BURIED ELECTRIC
 - BTEL - BURIED TELEPHONE
 - CB - CATCH BASIN
 - CH - CHANNEL
 - ES - END SECTION
 - EX - EXISTING
 - FO - FIBER OPTIC
 - G - GAS
 - OS - OUTLET STRUCTURE (DETENTION)
 - P - PIPE
 - PIP - PROTECT IN PLACE
 - RCP - REINFORCED CONCRETE PIPE
 - SLRP - SMOOTH, LEAK-RESISTANT PIPE
 - SS - SANITARY SEWER
 - WTR - WATER
- NOTE: EXISTING UTILITIES ARE NOTES IN LOWER CASE LETTERS AND PROPOSED UTILITIES ARE NOTES IN UPPER CASE LETTERS.

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Submitted By: _____


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 UTAH TRANSIT AUTHORITY

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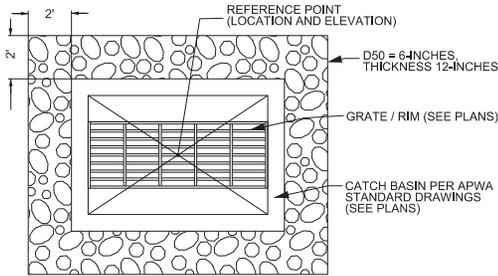
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DRAINAGE GENERAL NOTES
 SHEET 2 OF 2

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Sheet No.:	18

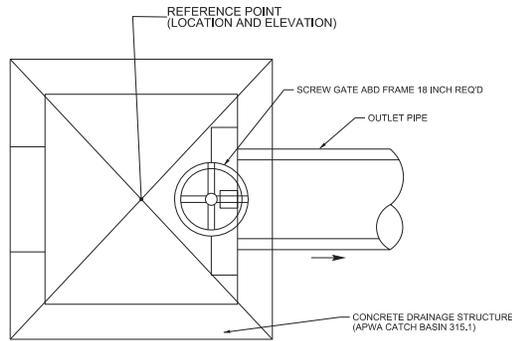
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	(D)	(IN)		(L)	(Y)	(N)		
	(IN)	(IN)	(FT)	(FT)	(IN)	(CY)	(SY)	
ES-01	15	12	12	5	24	4.4	16.2	LAYOUT C
ES-04	15	12	28	16	48	66.4	93.9	LAYOUT C
ES-10	15	6	10	5	24	3.7	14.0	LAYOUT C
ES-11	15	12	30	18	48	80.0	108.1	LAYOUT C
ES-02	15	6	10	5	24	3.7	14.0	LAYOUT C
ES-06	15	6	8	5	24	3.0	11.8	LAYOUT C
ES-03	15	6	8	5	24	3.0	11.8	LAYOUT C
ES-07	15	6	8	5	24	3.0	11.8	LAYOUT C

RIPRAP DETAILS

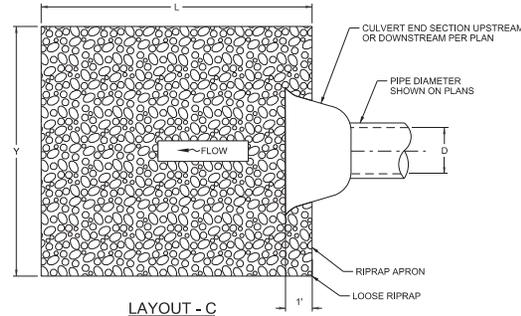


NOTE: CATCH BASIN / MANHOLE / STATION OFFSET AND GRATE / RIM ELEVATION ARE CALLED OUT TO THE CENTER OF BOX

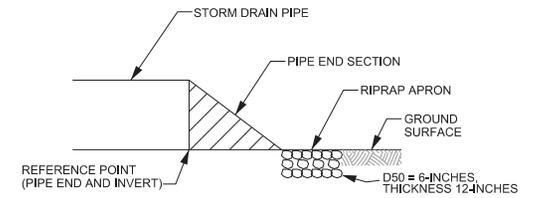
PLAN VIEW - CATCH BASIN / MANHOLE



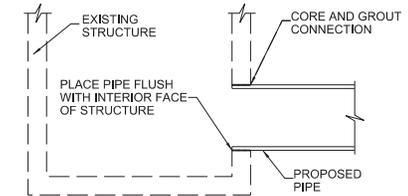
PLAN VIEW - POND OUTLET STRUCTURE



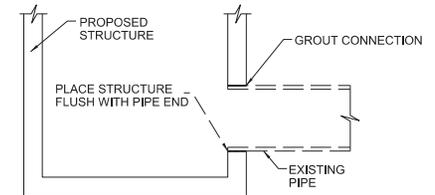
LAYOUT - C



LAYOUT B - PIPE END SECTION OR HEADWALL PLACEMENT



CORE AND GROUT CONNECTION TO EXISTING STRUCTURE



GROUT CONNECTION TO EXISTING PIPE

NOTES:

1. MAXIMUM CORE HOLE DIAMETERS IS OUTSIDE PIPE DIAMETER + 4".
2. IF EXISTING HOLE DIAMETER >4", USE A CONCRETE COLLAR ON THE EXTERIOR OF THE BOX WITH NON-SHRINK GROUT ON THE INTERIOR OF THE BOX. NON-SHRINK GROUT TO CONFORM TO APWA 2017 SPECIFICATIONS.
3. ALL CORE AND GROUT WORK IS INCIDENTAL TO PIPE.

**DETAIL A
CORE AND GROUT CONNECTIONS**

LAYOUT D - DRAINAGE STRUCTURE PLACEMENT FOR FIELD STRUCTURE

△	10/13/22	60% DESIGN
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Submitted By: _____

Approved By: _____



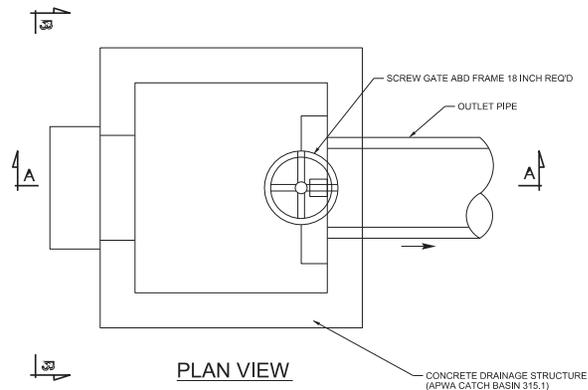
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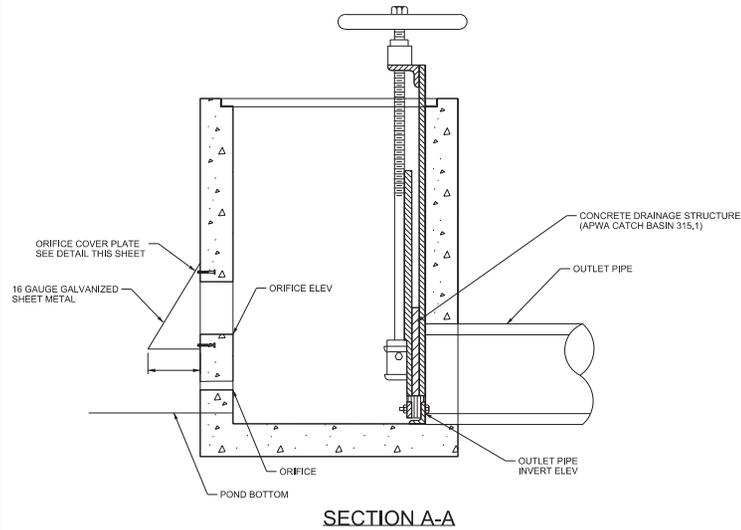
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DRAINAGE DETAILS
SHEET 1 OF 2

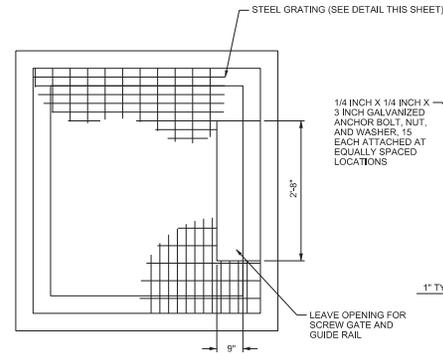
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UTA Contract No.:	
Drawing No.:	DRDT-01
Sheet No.:	19



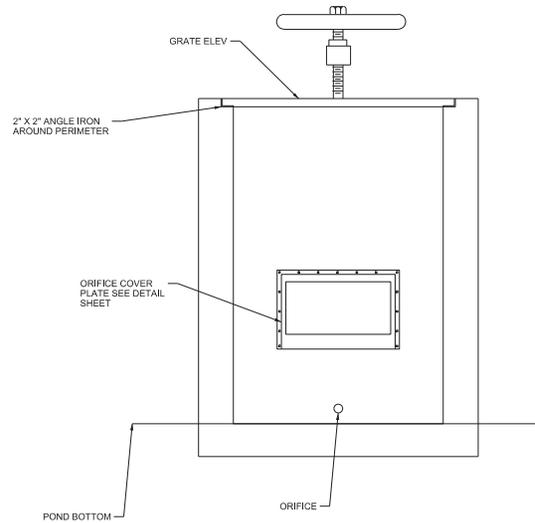
PLAN VIEW



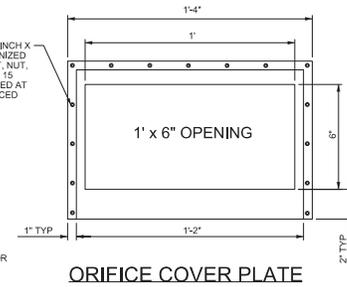
SECTION A-A



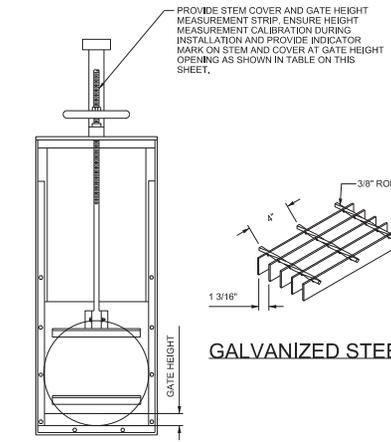
GRATING DETAIL



SECTION B-B



ORIFICE COVER PLATE



SCREW GATE ORIFICE

GALVANIZED STEEL GRATING

NOTES:

1. GRATING IS INCIDENTAL TO POND OUTLET STRUCTURE.
2. SEE APWA CATCH BASIN 315.1 PER APWA 2017 STD DWGS AND INSTALL GRATING PER DETAIL THIS SHEET.

DETENTION POND OUTLET STRUCTURE DETAILS

POND	OUTLET STRUCTURE ID	BOTTOM POND ELEV	GRATE ELEV	ORIFICE ELEV	ORIFICE SIZE (IN.)	OUTLET PIPE INVERT	GATE HEIGHT (IN.)
WEST	OS-13	4229.69	4233.00	4230.50	2.50"	4229.74	3"
EAST	OS-12	4229.10	4232.50	4229.50	2.40"	4229.36	3"

REV	DATE	Description
△	10/13/22	60% DESIGN
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Submitted By: _____

Approved By: _____

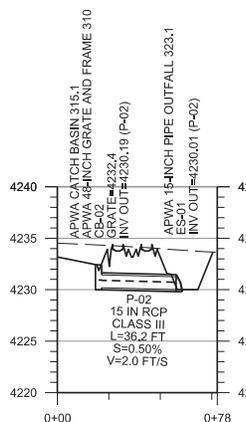


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Drawn By:	TTJ
Checked By:	RTS
Approved By:	RTS

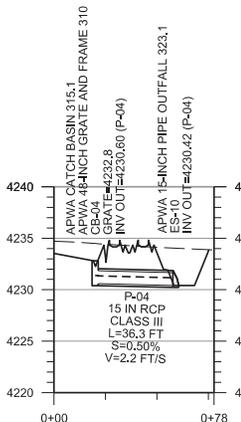
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DRAINAGE DETAILS
SHEET 2 OF 2

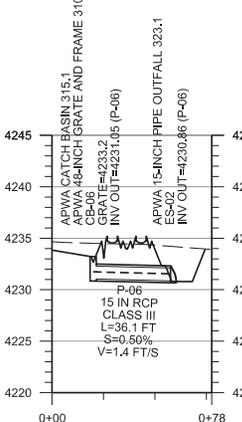
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Sheet No.:	20



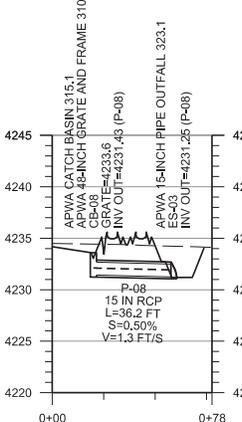
CB-02 TO ES-01



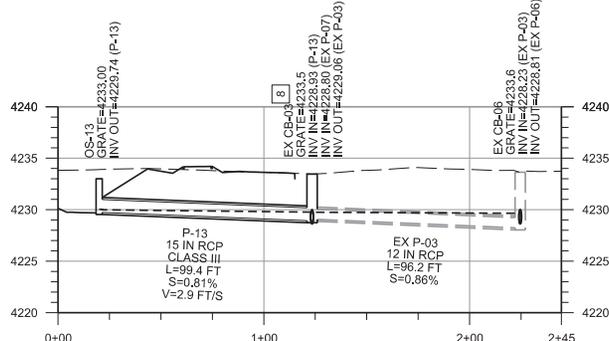
CB-04 TO ES-10



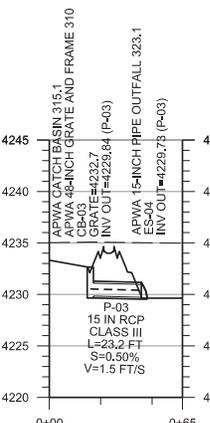
CB-06 TO ES-02



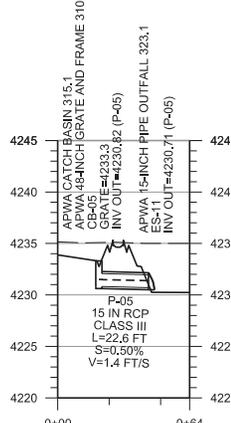
CB-08 TO ES-03



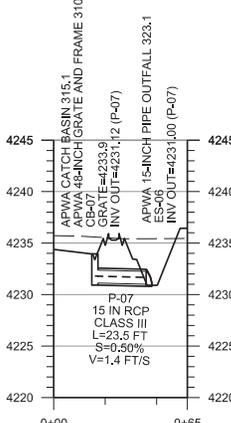
OS-13 TO EX CB-06



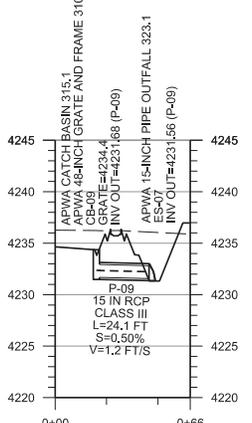
CB-03 TO ES-04



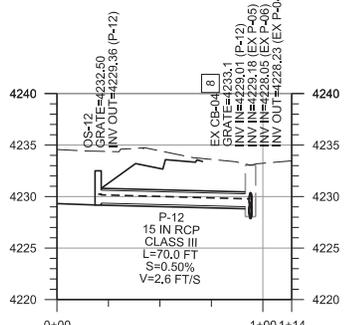
CB-05 TO ES-11



CB-07 TO ES-06



CB-09 TO ES-07



OS-12 TO EX CB-04

△	10/13/22	60% DESIGN
△	12/23/22	100% DESIGN
△	5/08/23	RFC
△		
△		
△		
REV	DATE	Description

Submitted By: _____



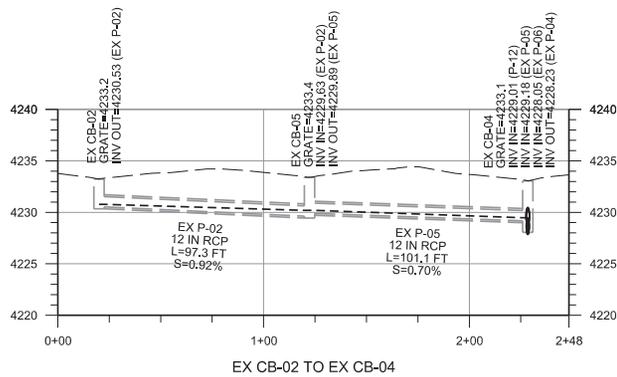
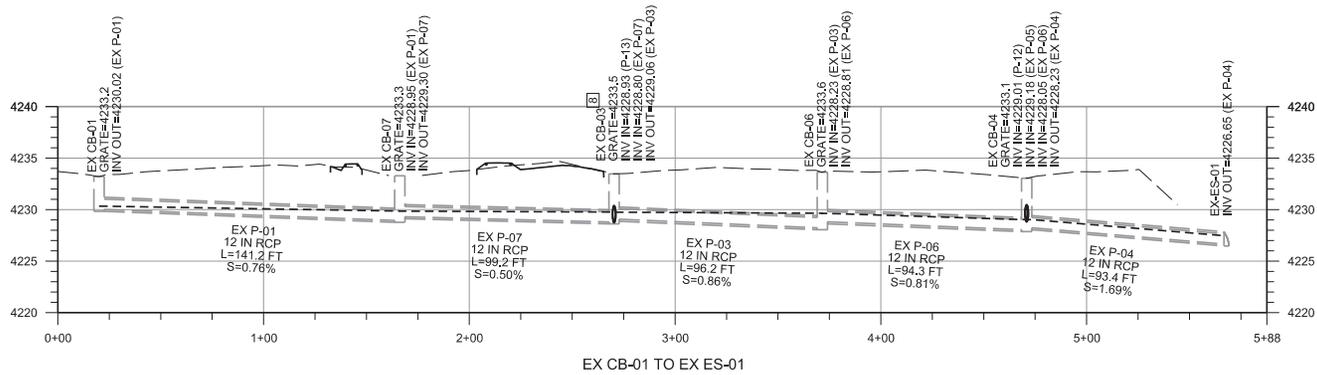
Approved By: _____

Designed By:	TTJ
Drawn By:	TTJ
Checked By:	RTS
Approved By:	RTS

UTA FACILITIES
M.O.W. TRAINING YARD
823 W DAVIS RD, SOUTH SALT LAKE, UT

DRAINAGE PROFILES
SHEET 1 OF 2

Scale:	1:60
CADD Filename:	MOV_DR_PROFILES
Submitter Date:	05/08/23
UTA Contract No.:	
Drawing No.:	DP-01
Sheet No.:	21



△	10/13/22	60% DESIGN
△	12/23/22	100% DESIGN
△	5/08/23	RFC
△		
△		
△		
REV	DATE	Description

Submitted By: _____

Approved By: _____



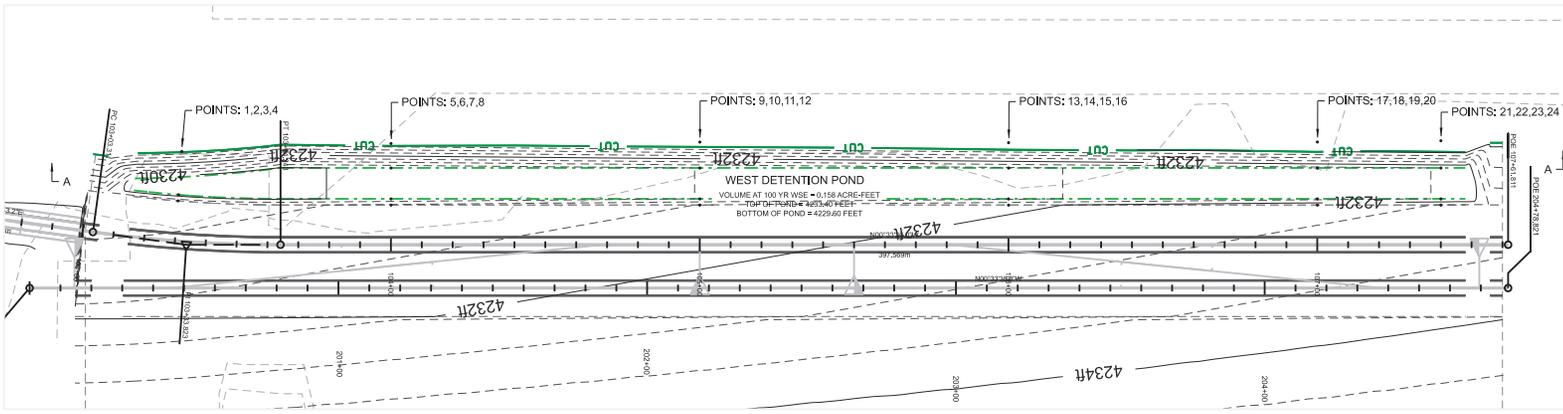
UTAH TRANSIT AUTHORITY

Designed By:	TTJ
Drawn By:	TTJ
Checked By:	RTS
Approved By:	RTS

UTA FACILITIES
M.O.W. TRAINING YARD
823 W DAVIS RD, SOUTH SALT LAKE, UT

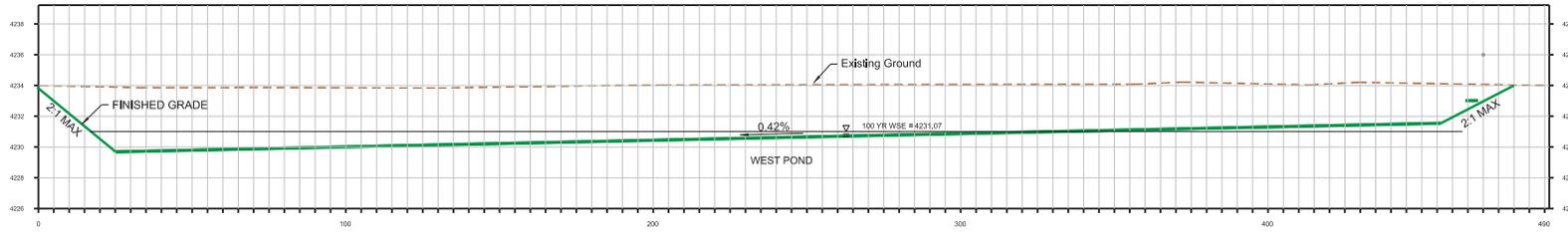
DRAINAGE PROFILES
SHEET 2 OF 2

Scale:	1:60
CADD Filename:	MOW_DR_PROFILES
Submitter Date:	05/08/23
UTA Contract No.:	
Drawing No.:	DP-02
Sheet No.:	22



WEST DETENTION POND PLAN

POINT #	ALIGN	STA	OFF	ELEV
1	TRACK 1	103+30.00	12.95 LT	4230.64
2	TRACK 1	103+30.00	14.95 LT	4229.64
3	TRACK 1	103+30.00	20.68 LT	4229.64
4	TRACK 1	103+30.00	29.00 LT	4233.80
5	TRACK 1	104+00.00	12.86 LT	4230.68
6	TRACK 1	104+00.00	14.86 LT	4229.68
7	TRACK 1	104+00.00	24.86 LT	4229.68
8	TRACK 1	104+00.00	32.78 LT	4233.65
9	TRACK 1	105+00.00	12.86 LT	4230.70
10	TRACK 1	105+00.00	14.86 LT	4229.70
11	TRACK 1	105+00.00	24.86 LT	4229.70
12	TRACK 1	105+00.00	33.24 LT	4233.89
13	TRACK 1	106+00.00	12.86 LT	4230.71
14	TRACK 1	106+00.00	14.86 LT	4229.71
15	TRACK 1	106+00.00	24.86 LT	4229.71
16	TRACK 1	106+00.00	33.06 LT	4233.82
17	TRACK 1	107+00.00	12.86 LT	4230.73
18	TRACK 1	107+00.00	14.86 LT	4229.73
19	TRACK 1	107+00.00	24.86 LT	4229.73
20	TRACK 1	107+00.00	33.25 LT	4233.94
21	TRACK 1	107+40.00	12.86 LT	4230.74
22	TRACK 1	107+40.00	14.86 LT	4229.74
23	TRACK 1	107+40.00	24.86 LT	4229.74
24	TRACK 1	107+40.00	33.68 LT	4234.15



SECTION A-A
H: 1"=8'
V: 1"=40'



△	10/13/22	60% DESIGN
△	12/23/22	100% DESIGN
△	05/08/23	RFC
△		
△		
△		
REV	DATE	Description

Submitted By: _____

Approved By: _____

UTA 

UTAH TRANSIT AUTHORITY

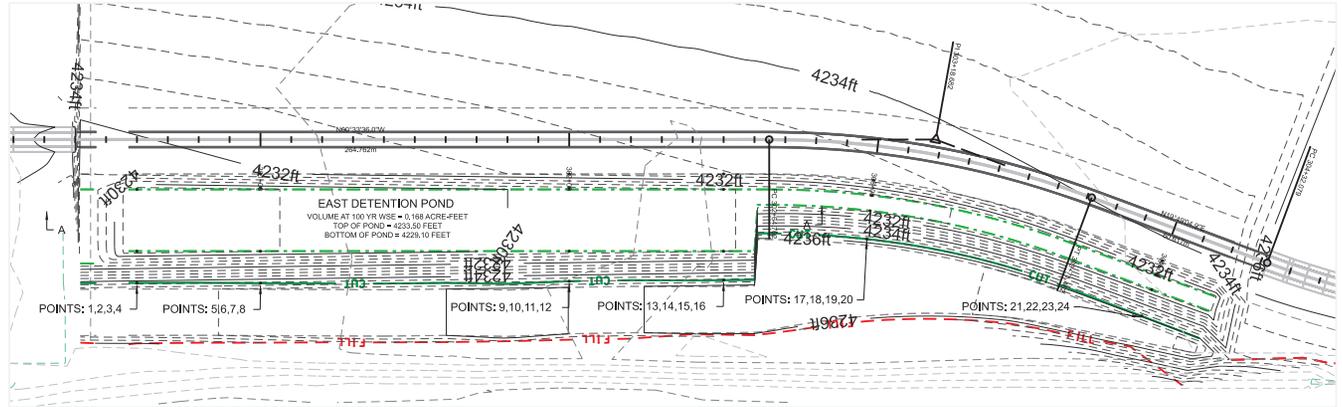
Designed By: BH, TJ
 Drawn By: BH, TJ
 Checked By: GT, RS
 Approved By: JS

UTA FACILITIES
 M.O.W. TRAINING YARD
 823 W DAVIS RD, SOUTH SALT LAKE, UT

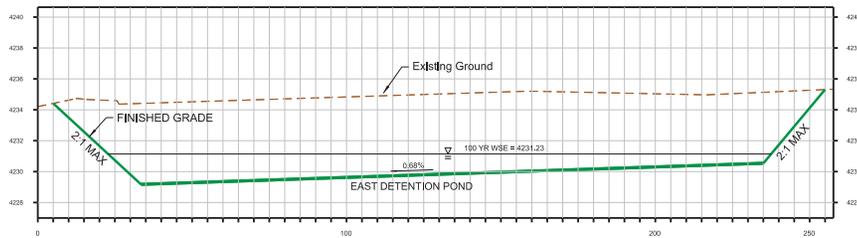
DRAINAGE POND PLAN AND PROFILE
 SHEET 1 OF 2

Scale:	AS SHOWN
CADD Filename:	POND PLAN & PROFILES SHEET 01
Submital Date:	05/08/23
UTA Contract No.:	
Drawing No.:	GR-01
Sheet No.:	23

POINT #	ALIGN	STA	OFF	ELEV
1	TRACK 3	300+60.00	11.12 RT	4231.69
2	TRACK 3	300+60.00	16.12 RT	4229.19
3	TRACK 3	300+60.00	36.12 RT	4229.19
4	TRACK 3	300+60.00	46.35 RT	4234.30
5	TRACK 3	301+00.00	11.12 RT	4231.96
6	TRACK 3	301+00.00	16.12 RT	4229.46
7	TRACK 3	301+00.00	36.12 RT	4229.46
8	TRACK 3	301+00.00	46.46 RT	4234.63
9	TRACK 3	302+00.00	11.12 RT	4232.64
10	TRACK 3	302+00.00	16.12 RT	4230.14
11	TRACK 3	302+00.00	36.12 RT	4230.14
12	TRACK 3	302+00.00	45.83 RT	4234.99
13	TRACK 3	302+50.00	11.12 RT	4232.97
14	TRACK 3	302+50.00	16.12 RT	4230.47
15	TRACK 3	302+50.00	36.12 RT	4230.47
16	TRACK 3	302+50.00	45.49 RT	4235.17
17	TRACK 3	303+00.00	11.12 RT	4233.31
18	TRACK 3	303+00.00	16.12 RT	4230.81
19	TRACK 3	303+00.00	21.12 RT	4230.81
20	TRACK 3	303+00.00	30.28 RT	4235.39
21	TRACK 3	304+00.00	11.12 RT	4233.82
22	TRACK 3	304+00.00	16.12 RT	4231.32
23	TRACK 3	304+00.00	21.12 RT	4231.32
24	TRACK 3	304+00.00	30.28 RT	4235.90

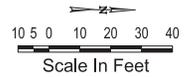


EAST DETENTION POND PLAN



SECTION A-A

H: 1"=8'
 V: 1"=40'



REV	DATE	Description
△	10/13/22	60% DESIGN
△	12/23/22	100% DESIGN
△	05/08/23	RFC
△		
△		
△		

Submitted By: _____

Approved By: _____



Designed By:	BH, TJ
Drawn By:	BH, TJ
Checked By:	GT, RS
Approved By:	JS

UTA FACILITIES
 M.O.W. TRAINING YARD
 823 W DAVIS RD, SOUTH SALT LAKE, UT

DRAINAGE POND PLAN AND PROFILE
 SHEET 2 OF 2

Scale:	AS SHOWN
CADD Filename:	POND PLAN & PROFILES SHEET 02
Submitter Date:	05/08/23
UTA Contract No.:	
Drawing No.:	GR-02
Sheet No.:	24

JUNCTION BOX ASSIGNMENT		
BOX NUMBER	USE	BOX TYPE
PB01	SIGNAL/COMMS	5
PB02	SIGNAL/COMMS	5
PB03	SIGNAL/COMMS	5
PB04	SIGNAL/COMMS	3
PB05	SIGNAL/COMMS	2
PB06	SIGNAL/COMMS	7
PB07	SIGNAL/COMMS	7
PB08	SIGNAL/COMMS	7
PB09	SIGNAL/COMMS	7
PB10	SIGNAL/COMMS	7
PB10.5	SIGNAL/COMMS	7
PB11	SIGNAL/COMMS	7
PB12	SIGNAL/COMMS	7
PB15	SIGNAL/COMMS	5
PB16	SIGNAL/COMMS	7
PB18	SIGNAL/COMMS	5
PB19	SIGNAL/COMMS	7
PB20.5	SIGNAL/COMMS	2
PB21	SIGNAL/COMMS	5
PB22	SIGNAL/COMMS	1
PB23	SIGNAL/COMMS	1
PB24	SIGNAL/COMMS	7
PB25	SIGNAL/COMMS	1
PB26	SIGNAL/COMMS	5
PB27	SIGNAL/COMMS	5
PB28	SIGNAL/COMMS	1
PB29	SIGNAL/COMMS	7
PB30	SIGNAL/COMMS	1
PB31	SIGNAL/COMMS	1
PB32	SIGNAL/COMMS	7
PB33	SIGNAL/COMMS	5
PB34	SIGNAL/COMMS	5
PB39	SIGNAL/COMMS	1
PB40	SIGNAL/COMMS	1
PB41	SIGNAL/COMMS	1
PB42	SIGNAL/COMMS	1
PB43	SIGNAL/COMMS	1
PB44	SIGNAL/COMMS	1
PB45	SIGNAL/COMMS	1
PB46	SIGNAL/COMMS	1

JUNCTION BOX ASSIGNMENT		
BOX NUMBER	USE	BOX TYPE
PB13	OCS/LIGHTING	3
PB14	OCS/LIGHTING	2
PB15	OCS/LIGHTING	3
PB03	OCS/LIGHTING	3
PB17	OCS/LIGHTING	2
PB20	OCS/LIGHTING	2
PB23	OCS/LIGHTING	2
PB26	OCS/LIGHTING	2
PB27	OCS/LIGHTING	2
PB39	OCS/LIGHTING	2
PB40	OCS/LIGHTING	2
PB41	OCS/LIGHTING	2
PB43	OCS/LIGHTING	2

LEGEND
 S=SIGNAL
 C=COMMS
 P=POWER
 O=OCS
 L=LIGHTING
 DB=DUCT BANK
 JB=JUNCT. BOX

JUNCTION BOX ASSIGNMENT		
BOX NUMBER	USE	BOX TYPE
PB35	POWER	2
PB36	POWER	2
PB37	POWER	2
PB38	POWER	2

TYPE	NOMINAL DIMENTIONS (IN INCHES)			
	A	B	C (TOP)	C (BOTTOM)
1	14	23	15	N/A
2	30	48	24	N/A
3	30	48	24	24
4	14 (OD)		10	N/A
5	36	64	36	N/A
6	36	64	36	36
7	14	20		SIGNAL CIRCUIT

TYPE	NOMINAL DIMENTIONS (IN INCHES)			
	A	B	C (TOP)	C (BOTTOM)
1	14	23	15	N/A
2	30	48	24	N/A
3	30	48	24	24
4	14 (OD)		10	N/A
5	36	64	36	N/A
6	36	64	36	36
7	14	20		SIGNAL CIRCUIT

INDIVIDUAL SIGNAL AND COMMS CONDUIT AND BANK TYPE (SC)

CONDUIT PATH				CONDUIT INFORMATION				
DUCT/BANK#	conduit #	From	To	Destination	Conduit Size	Conduit Contents	Circuit NAME	Bank Type
S1	S1-1	SIGNAL HOUSE	PULL BOX PB01	N SIGNALS/N TRACKS	1 4"	2 7C #14/4 #6 TP	N SIGNALS	Typical for 8 4"
S1	S1-2	SIGNAL HOUSE	PULL BOX PB01	8 5 /SOUTH TRACKS	1 4"	7C #14/4 #6 TP	8 5	
S1	S1-3	SIGNAL HOUSE	PULL BOX PB01	6 5/ OS TRACKS	1 4"	7C #14/2 #6 TP	6 5	
S1	S1-4	SIGNAL HOUSE	PULL BOX PB01	1 SWITCHES	1 4"	2 12C#14, 2 7C#6	TRACK AND SWITCHES	
S1	S1-5	SIGNAL HOUSE	PULL BOX PB01	3 SWITCHES	1 4"	2 12C#14, 2 7C#6	OS AND SWITCHES	
S1	S1-6	SIGNAL HOUSE	PULL BOX PB01	SW HEATER	1 4"	12C#14, 3C#2	SWH	
S1	S1-6	SIGNAL HOUSE	PULL BOX PB01	SPARE	1 4"	SPARE		
S1	S1-6	SIGNAL HOUSE	PULL BOX PB01	SPARE	1 4"	SPARE		
S2	S2-1	PULL BOX PB01	PULL BOX PB02	N SIGNALS/N TRACKS	1 4"	2 7C #14/4 #6 TP	N SIGNALS	Typical for 8 4"
S2	S2-2	PULL BOX PB01	PULL BOX PB02	8 5 /SOUTH TRACKS	1 4"	7C #14/4 #6 TP	8 5	
S2	S2-3	PULL BOX PB01	PULL BOX PB02	6 5/ OS TRACKS	1 4"	7C #14/2 #6 TP	6 5	
S2	S2-4	PULL BOX PB01	PULL BOX PB02	1 SWITCHES	1 4"	2 12C#14, 2 7C#6	TRACK AND SWITCHES	
S2	S2-5	PULL BOX PB01	PULL BOX PB02	3 SWITCHES	1 4"	2 12C#14, 2 7C#6	3 SWITCHES	
S2	S2-6	PULL BOX PB01	PULL BOX PB02	SW HEATER	1 4"	12C#14, 3C#2	SWH	
S2	S2-7	PULL BOX PB01	PULL BOX PB02	SPARE	1 4"	SPARE		
S2	S2-8	PULL BOX PB01	PULL BOX PB02	SPARE	1 4"	SPARE		
S3	S3-1	PULL BOX PB02	PULL BOX PB03	8 5 /SOUTH TRACKS	1 4"	7C #14/4 #6 TP	8 5	Typical for 6 4"
S3	S3-2	PULL BOX PB02	PULL BOX PB03	6 5/ OS TRACKS	1 4"	7C #14/2 #6 TP	6 5	
S3	S3-3	PULL BOX PB02	PULL BOX PB03	1A SWITCH	1 4"	12C#14, 7C#6	1A SW	
S3	S3-4	PULL BOX PB02	PULL BOX PB03	SW HEATER	1 4"	12C#14, 3C#2	SWH	
S3	S3-5	PULL BOX PB02	PULL BOX PB03	SPARE	1 4"	SPARE		
S3	S3-6	PULL BOX PB02	PULL BOX PB03	SPARE	1 4"	SPARE		
S4	S4-1	PULL BOX PB03	PULL BOX PB04	8 5 /SOUTH TRACKS	1 4"	7C #14/4 #6 TP	8 5	Typical for 6 4" (2 SPARE)
S4	S4-2	PULL BOX PB03	PULL BOX PB04	6 5/ OS TRACKS	1 4"	7C #14/2 #6 TP	6 5	
S4	S4-3	PULL BOX PB03	PULL BOX PB04	1A SWITCH	1 4"	12C#14, 7C#6	1 SW	
S4	S4-4	PULL BOX PB03	PULL BOX PB04	SW HEATER	1 4"	12C#14, 3C#2	SWH	
S5	S5-1	PULL BOX AD04	85 SIGNAL	85 SIGNAL	1 4"	7C #14	85	TYPICAL FOR 1 4"
S6	S6-1	PULL BOX PB04	PULL BOX PB05	6 5/ OS TRACKS	1 4"	7C #14/2 #6 TP	6 5	Typical for 5 4"
S6	S6-2	PULL BOX PB04	JB1A	1A SWITCH	1 4"	12C#14, 7C#6	1 SW	
S6	S6-3	PULL BOX PB04	SW HEATER	SW HEATER	1 4"	12C#14, 3C#2	SWH	
S6	S6-4	PULL BOX PB04	PULL BOX PB05	SPARE	1 4"	SPARE		
S6	S6-5	PULL BOX PB04	PULL BOX PB05	SPARE	1 4"	SPARE		
S7	S7-1	PULL BOX AD05	65 SIGNAL	6 5	1 4"	7C #14/2 #6 TP	6 5	TYPICAL FOR 2 4" AND 2 3"
S7	S7-2	PULL BOX AD05	2T PB10	2T	1 3"	#6 TP	2T TAPS	
S7	S7-3	PULL BOX AD05	1T PB11	1T	1 3"	#6 TP	1T TAPS	
S7	S7-4	PULL BOX AD05	SPARE	SPARE	1 4"	SPARE		
S9	S9-1	PULL BOX PB05	PULL BOX PB12	15T	1 3"	#6 TP	15T TAPS	TYPICAL FOR 3 3"
S9	S9-2	PULL BOX PB05	PULL BOX PB06	25T	1 3"	#6 TP	25T TAPS	
S9	S9-3	PULL BOX PB05	SPARE	SPARE	1 3"	SPARE		
S10	S10-1	PULL BOX PB06	PULL BOX PB07/08/09	25T	1 3"	#6 TP	25T TAPS	TYPICAL FOR 2 3"
S10	S10-2	PULL BOX PB06	SPARE	SPARE	1 3"	SPARE		
S11	S11-1	PULL BOX PB02	PULL BOX PB15	1 B SW	1 4"	12C#14, 7C#6	1 B SW	Typical for 4 4" (1 Spare)
S11	S11-2	PULL BOX PB02	PULL BOX PB15	N SIGNALS/N TRACKS	1 4"	2 7C #14/4 #6 TP	N SIGNALS	
S11	S11-3	PULL BOX PB02	PULL BOX PB15	3 SWITCHES	1 4"	2 12C#14, 2 7C#6	3 SWITCHES	
S11	S11-4	PULL BOX PB02	PULL BOX PB15	SPARE	1 4"	SPARE		
S12	S12-1	PULL BOX PB15	JB1B	1 B SW	1 4"	12C#14, 7C#6	1 B SW	TYPICAL FOR 2 4"
S12	S12-2	PULL BOX PB15	PULL BOX PB16	SPARE	1 4"	SPARE		
S13	S13-1	PULL BOX PB15	PULL BOX PB18	N SIGNALS/N TRACKS	1 4"	2 7C #14/4 #6 TP	N SIGNALS	Typical for 3 4"
S13	S13-2	PULL BOX PB15	PULL BOX PB18	3 SWITCHES	1 4"	2 12C#14, 2 7C#6	3 SWITCHES	
S13	S13-3	PULL BOX PB15	PULL BOX PB18	SPARE	1 4"	SPARE		
S14	S14-1	PULL BOX PB18	JB3B	3B SW	1 4"	12C#14, 7C#6	3 B SW	TYPICAL FOR 2 4"
S14	S14-2	PULL BOX PB18	PULL BOX PB19	SPARE	1 4"	SPARE		
S15	S15-1	PULL BOX PB18	PULL BOX PB20	N SIGNALS/N TRACKS	1 4"	2 7C #14/4 #6 TP	N SIGNALS	Typical for 3 4"
S15	S15-2	PULL BOX PB18	PULL BOX PB20	3A SW	1 4"	12C#14, 7C#6	3A SW	
S15	S15-3	PULL BOX PB18	PULL BOX PB20	SPARE	1 4"	SPARE		
S19	S19-1	PULL BOX PB20	JB3A	3A SW	1 4"	12C#14, 7C#6	3A SW	TYPICAL FOR 2 4"
S19	S19-2	PULL BOX PB20	PULL BOX PB25	SPARE	1 4"	SPARE		
S16	S16-1	PULL BOX PB20	PULL BOX PB21	N SIGNALS/N TRACKS	1 4"	2 7C #14/4 #6 TP	N SIGNALS	TYPICAL FOR 2 4"
S16	S16-2	PULL BOX PB20	PULL BOX PB21	SPARE	1 4"	SPARE		
S17	S17-1	PULL BOX PB21	PULL BOX PB22	N SIGNALS/N TRACKS	1 4"	2 7C #14/4 #6 TP	N SIGNALS	TYPICAL FOR 2 4"
S17	S17-2	PULL BOX PB21	PULL BOX PB22	SPARE	1 4"	SPARE		
S20	S20-1	PULL BOX PB22	2N	2N SIGNAL	1 4"	7C #14	2N SIGNAL	TYPICAL FOR 2 4"
S20	S20-2	PULL BOX PB22	1T/1NT	1NT	1 4"	2 #6 TP	105/1NT	
S18	S18-1	PULL BOX PB22	PULL BOX PB23	4N/2T	1 4"	7C #14 2 #6 TP	4N/2T	TYPICAL FOR 2 4"
S18	S18-2	PULL BOX PB22	PULL BOX PB23	SPARE	1 4"	SPARE		
S21	S21-1	PULL BOX PB23	PULL BOX PB24	2T/2NT	1 4"	2 #6 TP	2T/2NT	TYPICAL FOR 3 4"

CONTROL POINT/CROSSOVERS			
FUNCTION	CABLE DETAIL	NAMING CONVENTION	FROM HOUSE TO:
4"	SF SWITCH	12C#14, 7C#6	1A SWITCH 1A
4"	CS#2/4 SWITCH	12C#14, 7C#6	1B SWITCH 1B
4"	CTS-2 SWITCH	12C#14, 7C#6	3A SWITCH 3A
4"	M23 SWITCH	12C#14, 7C#6	3B SWITCH 3B
4"	SIGNAL	7C#14	4N SIGNAL 4N
4"	SIGNAL	7C#14	2N SIGNAL 2N
4"	SIGNAL	7C#14	65 SIGNAL 65
4"	SIGNAL	7C#14	85 SIGNAL 85
4"	TRACK CIRCUIT	2C#6 TP	1NT NORTH T1
4"	TRACK CIRCUIT	2C#6 TP	1TR NORTH OS T1
4"	TRACK CIRCUIT	2C#6 TP	2NT NORTH T2
4"	TRACK CIRCUIT	2C#6 TP	2TR NORTH OS T2
4"	TRACK CIRCUIT	2C#6 TP	1TB SOUTH OS T1
4"	TRACK CIRCUIT	2C#6 TP	1ST SOUTH T1
4"	TRACK CIRCUIT	2C#6 TP	2TB SOUTH OS T2
4"	TRACK CIRCUIT	2C#6 TP	2ST SOUTH T2
3"	SIGNAL (SWITCH HEATER)	12C#14, 3C#2	HEATER CONTROLLER
SWITCH PAD			
4"	SWITCH MACHINE	7C#6	S1 Switch 1
4"	SWITCH MACHINE	7C#6	S2 Switch 2
4"	SWITCH MACHINE	7C#6, 12C#14	S3 Switch 3
4"	SWITCH MACHINE	7C#6, 12C#14	S4 Switch 4
CROSSING			
4"	GATE MECH	7C#6, 7C#14	XG1 NW CORNER
4"	GATE MECH	7C#6, 7C#14	XG2 SW CORNER
4"	GATE MECH	7C#6, 7C#14	XG3 SE CORNER
2"	TRAFFIC LOOPS	6 PR #18	TL CROSSING APRONS
4"	TRACK CIRCUIT	2C#6 TP	XT N OF CROSSING
4"	TRACK CIRCUIT	2C#6 TP	XR S OF CROSSING

S21	S21-2	PULL BOX PB23	4N SIGNAL	4N SIGNAL	1	4"	7C #14	4N SIGNAL	
S21	S21-3	PULL BOX PB23	SPARE	SPARE	1	4"		SPARE	
S22	S22-1	SIGNAL HOUSE	PULL BOX PB26	SW 1/2	1	4"	12C#14,7C#6,7C #14	SW 1/2	Typical for 6 4" & 2 2"
S22	S22-2	SIGNAL HOUSE	PULL BOX PB26	SW 3/4	1	4"	12C#14,7C#6,7C #14	SW 3/4	
S22	S22-3	SIGNAL HOUSE	PULL BOX PB26	XG1/XT/XR/1T	1	4"	7C#6, 7C#14 3 #6 TP	XG1	
S22	S22-4	SIGNAL HOUSE	PULL BOX PB26	XG2/LOOPS	1	4"	7C#6, 7C#14/2 2C TP	XG2	
S22	S22-5	SIGNAL HOUSE	PULL BOX PB26	XG3/NT	1	4"	7C#6, 7C#14, 2 #6 TP	XG3/Indicator	
S22	S22-6	SIGNAL HOUSE	PULL BOX PB26	SPARE	1	4"		SPARE	
S22	S22-7	SIGNAL HOUSE	PULL BOX PB26	FO1/FO2 FIBER	1	2"	F24 SINGLE MODE FIBER	FO1	
S23	C22-2	SIGNAL HOUSE	PULL BOX PB26	SPARE	1	2"		SPARE	
S23	S23-1	PULL BOX PB26	PULL BOX PB27	XG1/XT/XR/1T	1	4"	7C#6, 7C#14 3 #6 TP	XG1	Typical for 4 4" & 2 2"
S23	S23-2	PULL BOX PB26	PULL BOX PB27	XG2/LOOPS	1	4"	7C#6, 7C#14/2 2C TP	XG2	
S23	S23-3	PULL BOX PB26	PULL BOX PB27	XG3/NT	1	4"	7C#6, 7C#14, 2 #6 TP	XG3/Indicator	
S23	S23-4	PULL BOX PB26	PULL BOX PB27	SPARE	1	4"		SPARE	
S23	C23-1	PULL BOX PB26	PULL BOX PB27	FO1/FO2 FIBER	1	2"	F24 SINGLE MODE FIBER	FO2	
S23	C23-2	PULL BOX PB26	PULL BOX PB27	SPARE	1	2"		SPARE	
S24	SC24-1	PULL BOX PB27	PULL BOX PB28	XG1/XT/XR	1	4"	7C#6, 7C#14 2 #6 TP	XG1	Typical for 4 4" & 2 2"
S24	SC24-2	PULL BOX PB27	PULL BOX PB28	XG2/LOOPS	1	4"	7C#6, 7C#14/2 2C TP	XG2	
S24	SC24-3	PULL BOX PB27	PULL BOX PB28	XG3	1	4"	7C#6, 7C#14, 2 #6 TP	XG3/Indicator	
S24	SC24-4	PULL BOX PB27	PULL BOX PB28	SPARE	1	4"		SPARE	
S24	C24-1	PULL BOX PB27	TRAINING BUILDING	FO1/FO2 FIBER	1	2"	F24 SINGLE MODE FIBER	FO1/FO2	
S24	C24-2	PULL BOX PB27	TRAINING BUILDING	SPARE	1	2"		SPARE	
S26	S26-1	PULL BOX PB28	PULL BOX PB30	XG1/XT/XR	1	4"	7C#6, 7C#14 2 #6 TP	XG3/Indicator	TYPICAL FOR 2 4" & 2 3"
S26	S26-2	PULL BOX PB28	PULL BOX PB30	SPARE	1	4"		SPARE	
S26	S26-3	PULL BOX PB28	PULL BOX PB30	LOOPS	1	3"	2C TP	LOOPS	
S26	S26-4	PULL BOX PB28	PULL BOX PB30	SPARE	1	3"		SPARE	
S26.5	S26.5-1	PULL BOX PB30	XR	XR	1	3"	2C #6 TP	XR TAPS	TYPICAL FOR 2 3" CONDUIT
S26.5	S26.5-2	PULL BOX PB30	XR	SPARE	1	3"		SPARE	
S27	S27-1	PULL BOX PB30	PULL BOX PB31	XG1/XT	1	4"	7C#6, 7C#14, 2C #6 TP	XG1	TYPICAL FOR 2 3" CONDUIT
S27	S27-2	PULL BOX PB30	PULL BOX PB31	SPARE	1	4"		SPARE	
S29	S29-1	PULL BOX PB31	XG1	XG1	1	3"	7C#6, 7C#14	XG1	TYPICAL FOR 3 4"
S29	S29-2	PULL BOX PB31	XT	XT	1	3"	2C #6 TP	XT TAPS	
S29	S29-3	PULL BOX PB31	SPARE	SPARE	1	3"		SPARE	
S28	S28-1	PULL BOX PB31	PULL BOX PB32	LOOPS	1	3"	2C TP	LOOPS	TYPICAL FOR 2 3"
S28	S28-2	PULL BOX PB31	PULL BOX PB32	SPARE	1	3"		SPARE	
S30	C30-1	PULL BOX PB27	PULL BOX PB39	FO1/FO2 FIBER	1	2"	2 F24 SINGLE MODE FIBER	FO1/FO2	TYPICAL FOR 2 2" & 3 3"
S30	C30-2	PULL BOX PB27	PULL BOX PB39	SPARE	1	2"		SPARE	
S30	S30-1	PULL BOX PB27	PULL BOX PB39	1T	1	3"	2C #6 TP	1T	
S30	S30-2	PULL BOX PB27	PULL BOX PB39	SPARE	1	3"		SPARE	
S31	C31-1	PULL BOX PB39	PULL BOX PB40	FO1/FO2 FIBER	1	2"	2 F24 SINGLE MODE FIBER	FO1/FO2	TYPICAL FOR 2 2" & 3 3"
S31	C31-2	PULL BOX PB39	PULL BOX PB40	SPARE	1	2"		SPARE	
S31	S31-1	PULL BOX PB39	PULL BOX PB40	1T	1	3"	2C #6 TP	1T	
S31	S31-2	PULL BOX PB39	PULL BOX PB40	SPARE	1	3"		SPARE	
S32	C32-1	PULL BOX PB40	PULL BOX PB41	FO1/FO2 FIBER	1	2"	2 F24 SINGLE MODE FIBER	FO1/FO2	TYPICAL FOR 2 2" & 3 3"
S32	C32-2	PULL BOX PB40	PULL BOX PB41	SPARE	1	2"		SPARE	
S32	S32-1	PULL BOX PB40	PULL BOX PB41	1T	1	3"	2C #6 TP	1T	
S32	S32-2	PULL BOX PB40	PULL BOX PB41	SPARE	1	3"		SPARE	
S33	C33-1	PULL BOX PB41	PULL BOX PB42	FO1/FO2 FIBER	1	2"	2 F24 SINGLE MODE FIBER	FO1/FO2	TYPICAL FOR 2 2" & 3 3"
S33	C33-2	PULL BOX PB41	PULL BOX PB42	SPARE	1	2"		SPARE	
S33	S33-1	PULL BOX PB41	PULL BOX PB42	1T	1	3"	2C #6 TP	1T	
S33	S33-2	PULL BOX PB41	PULL BOX PB42	SPARE	1	3"		SPARE	
S34	S34-1	PULL BOX PB42	PULL BOX PB43	1T	1	2"	2C #6 TP	1T	TYPICAL FOR 2 2" & 3 3"
S34	S34-2	PULL BOX PB42	PULL BOX PB43	SPARE	1	2"		SPARE	
S34	C34-1	PULL BOX PB42	PULL BOX PB43	FO1/FO2 FIBER	1	3"	2 F24 SINGLE MODE FIBER	FO1/FO2	
S34	C34-2	PULL BOX PB42	PULL BOX PB43	SPARE	1	3"		SPARE	
S35	C35-1	PULL BOX 43	PULL BOX 46	FO1/FO2 FIBER	1	3"	2 F24 SINGLE MODE FIBER	FO1/FO2	TYPICAL FOR 2 3"
S35	C35-2	PULL BOX 43	PULL BOX 46	SPARE	1	3"		SPARE	
S36	C36-1	PULL BOX 46	FIBER FEED	FO1/FO2 FIBER	1	3"	2 F24 SINGLE MODE FIBER	FO1/FO2	TYPICAL FOR 2 3"
S36	C36-2	PULL BOX 46	FIBER FEED	SPARE	1	3"		SPARE	

LEGEND

4N SIGNAL
C-COMMS
P-POWER
O-OC
L-LIGHTING
FB-DUCT/BANK
JB-JUNCT_BOX

CABLE CONSTRUCTION								
POWER CONDUIT ID	CONDUIT #	FROM	TO	SIZE [INCHES]	TYPE	CIRCUIT NAME	SIZE (AWG/KCMIL)	BANK TYPE
P01	P01-1	SIGNAL HOUSE	FEED	4"	SCH 80		TBD	Typical for 4x4"
	P01-2			4"	SCH 80		TBD	
	P01-3			4"	SCH 80		TBD	
	P01-4			4"	SCH 80		TBD	
P02	P02-1	FEED	TPSS	4"	SCH 80		TBD	Typical for 4x4"
	P02-2			4"	SCH 80		TBD	
	P02-3			4"	SCH 80		TBD	
	P02-4			4"	SCH 80		TBD	
P03	P03-1	FEED	PULL BOX PB35	6"	SCH 80		TBD	Typical for 4x6"
	P03-2			6"	SCH 80		TBD	
	P03-3			6"	SCH 80		TBD	
	P03-4			6"	SCH 80		TBD	
P04	P04-1	PULL BOX PB35	PULL BOX PB36	6"	SCH 80		TBD	Typical for 4x6"
	P04-2			6"	SCH 80		TBD	
	P04-3			6"	SCH 80		TBD	
	P04-4			6"	SCH 80		TBD	
P05	P05-1	PULL BOX PB36	PULL BOX PB37	6"	SCH 80		TBD	Typical for 4x6"
	P05-2			6"	SCH 80		TBD	
	P05-3			6"	SCH 80		TBD	
	P05-4			6"	SCH 80		TBD	
P06	P06-1	PULL BOX PB37	PULL BOX PB38	6"	SCH 80		TBD	Typical for 4x6"
	P06-2			6"	SCH 80		TBD	
	P06-3			6"	SCH 80		TBD	
	P06-4			6"	SCH 80		TBD	
P07	P07-1	PULL BOX PB38	METER	6"	SCH 80		TBD	Typical for 4x6"
	P07-2			6"	SCH 80		TBD	
	P07-3			6"	SCH 80		TBD	
	P07-4			6"	SCH 80		TBD	

LEGEND

S=SIGNSL
C=COMMS
P=POWER
O=OCS
L=LIGHTING
DB=DUCTBANK
JB=JUNCT. BOX

OCS and LIGHTING SCHEDULE								
DUCTBANK#	CONDUIT #	FROM	TO	DESTINATION	CONDUIT SIZE	CONDUIT CONTENTS	CIRCUIT NAME	BANK TYPE
O/L01	O/L01-1	TPSS	SWITCH GEAR	LIGHTING	1 4"	2 3C #2	LIGHTING TRAX LF1, LF3	TYPICAL FOR 8 4"
	O/L01-2			S NB FEED	1 4"	1-500 KCMIL	DS-1B	
	O/L01-3			S SB FEED	1 4"	1-500 KCMIL	DS-1A	
	O/L01-4			N NB FEED	1 4"	1-500 KCMIL	DS-2B	
	O/L01-5			N SB FEED	1 4"	1-500 KCMIL	DS-2A	
	O/L01-6			LV CIRCUITS (1/2)	1 4"	12-2/C #14 (SCADA) 4-2/C #14 (Voltage Transducer)	DISC. SW. CONTROL (1/2)	
	O/L01-7			LV CIRCUITS (2/2)	1 4"	1-2/C #10 (Control Power) 1-1/C #6 (Neg Ref)	DISC. SW. CONTROL (2/2)	
	O/L01-8			SPARE	1 4"		SPARE	
O/L04	O/L04-1	SWITCH GEAR	PULL BOX PB15	LIGHTING	1 4"	2 3C #2	LIGHTING TRAX LF1, LF3	TYPICAL FOR 8 4"
	O/L04-2			S NB FEED	1 4"	1-500 KCMIL	DS-1B	
	O/L04-3			S SB FEED	1 4"	1-500 KCMIL	DS-1A	
	O/L04-4			N NB FEED	1 4"	1-500 KCMIL	DS-2B	
	O/L04-5			N SB FEED	1 4"	1-500 KCMIL	DS-2A	
	O/L04-6			SPARE	1 4"		SPARE	
	O/L04-7			SPARE	1 4"		SPARE	
	O/L04-8			SPARE	1 4"		SPARE	
O/L03	O/L03-1	PULL BOX PB15	PULL BOX PB03	LIGHTING	1 4"	3C #2	LIGHTING TRAX LF1	TYPICAL FOR 4 4"
	O/L03-2			S NB FEED	1 4"	1-500 KCMIL	DS-1B	
	O/L03-3			S SB FEED	1 4"	1-500 KCMIL	DS-1A	
	O/L03-4			SPARE	1 4"		SPARE	
O/L05.5	O/L05.5-1	PULL BOX PB03	T1 SOUTH FEED	S NB FEED	1 4"	1-500 KCMIL	DS-1B	TYPICAL FOR 2 4"
	O/L05.5-2			SPARE	1 4"		SPARE	
O/L07	O/L07-1	PULL BOX PB03	1A SOUTH SB FEED	LIGHTING	1 4"	3C #2	LIGHTING TRAX LF1	TYPICAL FOR 3 4"
	O/L07-2			S SB FEED	1 4"	1-500 KCMIL	DS-1A	
	O/L07-3			SPARE	1 4"		SPARE	
O/L02	O/L02-1	PULL BOX PB14	PULL BOX PB17	LIGHTING	1 4"	3C #2	LIGHTING TRAX LF2	TYPICAL FOR 3 4"
	O/L02-2			NEG RETURN	1 4"	2-500 KCMIL	NEG	
	O/L02-3			SPARE	1 4"		SPARE	
O/L08	O/L08-2	PULL BOX PB14	PULL BOX PB17	NEG RETURN	1 4"	2-500 KCMIL	NEG	TYPICAL FOR 2 4"
	O/L08-3			SPARE	1 4"		SPARE	
O/L09	O/L09-1	PULL BOX PB15.5	PULL BOX PB020	LIGHTING	1 4"	3C #2	LIGHTING TRAX LF3	TYPICAL FOR 4 4"
	O/L09-2			N NB FEED	1 4"	1-500 KCMIL	DS-2B	
	O/L09-3			N SB FEED	1 4"	1-500 KCMIL	DS-2A	
	O/L09-4			SPARE	1 4"		SPARE	
O/L08	O/L8-1	PULL BOX PB14	NEG RETURN TAPS	NEG RETURN	1 4"	2-500 KCMIL	NEG	TYPICAL FOR 2 4"
	O/L8-2			SPARE	1 4"		SPARE	
O/L10	O/L10-1	PULL BOX PB20	2A & 2B NORTH NB & SB FEEDS	LIGHTING	1 4"	3C #2	LIGHTING TRAX LF3	TYPICAL FOR 4 4"
	O/L10-2			N NB FEED	1 4"	1-500 KCMIL	DS-2B	
	O/L10-3			N SB FEED	1 4"	1-500 KCMIL	DS-2A	
	O/L10-4			SPARE	1 4"		SPARE	
O/L12	O/L12-1	FEED	TPSS	LIGHTING	1 4"	2 3C #2	LIGHTING TRAX LF1, LF3	TYPICAL FOR 3 4"
	O/L12-2			LIGHTING	1 4"	3C #2	LIGHTING TRAX LF2	
	O/L12-3			SPARE	1 4"		SPARE	
O/L14	O/L14-1	PULL BOX PB33	PULL BOX PB26	LIGHTING	1 4"	3C #2	LIGHTING FRONTRUNNER LF4,5,6	TYPICAL FOR 2 4"
	O/L14-2			SPARE	1 4"		SPARE	
O/L15	O/L15-1	PULL BOX PB26	PULL BOX PB27	LIGHTING	1 4"	3C #2	LIGHTING FRONTRUNNER LF4,5,6	TYPICAL FOR 2 4"
	O/L15-2			SPARE	1 4"		SPARE	
O/L16	O/L16-1	PULL BOX PB27	PULL BOX PB39	LIGHTING	1 4"	3C #2	LIGHTING FRONTRUNNER LF4,5,6	TYPICAL FOR 2 4"
	O/L16-2			SPARE	1 4"		SPARE	
O/L17	O/L17-1	PULL BOX PB39	PULL BOX PB40	LIGHTING	1 4"	3C #2	LIGHTING FRONTRUNNER LF5,6	TYPICAL FOR 2 4"
	O/L17-2			SPARE	1 4"		SPARE	
O/L18	O/L18-1	PULL BOX PB40	PULL BOX PB41	LIGHTING	1 4"	3C #2	LIGHTING FRONTRUNNER LF5,6	TYPICAL FOR 2 4"
	O/L18-2			SPARE	1 4"		SPARE	
O/L19	O/L19-1	PULL BOX PB41	PULL BOX PB42	LIGHTING	1 4"	3C #2	LIGHTING FRONTRUNNER LF6	TYPICAL FOR 2 4"
	O/L19-2			SPARE	1 4"		SPARE	
O/L20	O/L20-1	PULL BOX PB42	PULL BOX PB43	LIGHTING	1 4"	3C #2	LIGHTING FRONTRUNNER LF6	TYPICAL FOR 2 4"
	O/L20-2			SPARE	1 4"		SPARE	

- LEGEND
- S=SIGNSL
 - C=COMMS
 - P=POWER
 - O=OCS
 - L=LIGHTING
 - DB=DUCTBANK
 - JB=JUNCT. BOX



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 9/24/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Annette Royle, Chief of Board Strategy and Governance
PRESENTER(S): Annette Royle, Chief of Board Strategy and Governance

TITLE:

Change Order: State and Local External Relations Services (ASG Consulting, LLC)

AGENDA ITEM TYPE:

Procurement Contract/Change Order

RECOMMENDATION:

Approve and authorize the Executive Director to execute Change Order 2 and associated disbursements to contract 22-03591 with ASG Consulting to provide state and local external relations services in the amount of \$60,000.

BACKGROUND:

ASG Consulting, LLC was selected through a competitive procurement in 2022 to provide state and local external relations services. The original agreement provided for services from 7/5/2022-7/4/2025, and Change Order 1 executed in December 2024 extended the term of the agreement through 10/1/2025. UTA's procurement policies allow the contract to be extended for up to two additional years.

DISCUSSION:

The Authority utilizes lobbyists to advance UTA's priorities with government officials. Lobbyists play an important role as partners with UTA to educate officials about concerns, assist with legislation, secure appropriations, schedule meetings, and inform UTA on important government affairs issues. ASG Consulting has provided valuable support and representation of UTA's priorities through the 2023, 2024, and 2025 legislative sessions. Change Order 2 will authorize additional work to support UTA's government relations strategies through the 2026 Legislative and Interim Sessions.

The contract may be extended for one additional year should the parties choose to execute that for 2027.

CONTRACT SUMMARY:

Contractor Name:	ASG Consulting, LLC
Contract Number:	22-03591-02
Base Contract Effective Dates:	July 5, 2022 - October 1, 2025
Extended Contract Dates:	October 1, 2025 - October 1, 2026
Existing Contract Value:	\$197,500
Amendment Amount:	\$60,000
New/Total Contract Value:	\$257,500
Procurement Method:	RFP
Budget Authority:	Approved 2025 Operating Budget

ALTERNATIVES:

The Authority could choose to forego the allowed contract extension with this vendor and initiate a new procurement and request for proposal. This would delay the strategies planned for this fall to prepare for the 2026 Legislative Session.

FISCAL IMPACT:

The approved 2025 Operating Budget includes \$420,897 for Government Relations Professional Services. All 2025 funds will come from this budget, and 2026 funding has been requested as follows:

- 2025 Change Order Total: \$15,000
- 2026 Change Order Total: \$45,000

Change Order Total: \$60,000

ATTACHMENTS:

- Change Order: State and Local External Relations Services (ASG Consulting, LLC)

August 26, 2025
Adam Gardiner
ASG Consulting Inc.
Sent via email only

adam@asgutah.com

RE: Contract 22-03591AB External Relations Services

Contract Modification No. 2

Dear Mr. Gardiner,

The purpose of this letter is to modify the current External Relation Services Agreement (“Agreement”) between ASG (consultant) and Utah Transit Authority (UTA) dated July 5, 2022 (UTA Contract Number 22-03591AB). This Contact is to perform External Relations Services for UTA.

This letter (Modification No. 2) is to add \$60,000 to the current contract, and extend the due date from October 1, 2025, to October 1st 2026. This is allowable per section 4 of the contract.

The current contract value is \$197,500. This modification number 2 will increase the contract value to \$257,500.

All other terms and conditions of this contract shall continue in full force and effect.

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

UTAH TRANSIT AUTHORITY

ASG CONSULTING INC.

By: _____ Date: _____
Jay Fox
Executive Director

DocuSigned by:
Adam Gardiner _____ Date: 8/27/2025
9F91EF6A6D32407...
President

By: _____ Date: _____
Annette Royle
Chief of Board Strategy & Governance

Approved as to form and content
DocuSigned by:
Mike Bell _____
70E33A415BA44F6...
Assistant Attorney General
UTA Counsel





Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 9/24/2025

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:

TBA2025-09-03 - Technical Budget Adjustment - 2025 Operating Budget

AGENDA ITEM TYPE:

Other Approval

RECOMMENDATION:

Approve TBA2025-09-03 to authorize the addition of 11.0 positions (FTEs) to Operations within the 2025 Operating Budget.

BACKGROUND:

Board Policy 2.3 Budget allows the Board of Trustees to amend or supplement the Authority's budget at any time 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.

Board Policy 2.3 Budget (section C.2) also requires that administrative adjustments which seek to reallocate funds across Mode, Executive and Chief Offices, or between capital projects be brought to the Board for a Technical Budget Adjustment consideration.

DISCUSSION:

This Technical Budget Adjustment will make the following changes:

2025 Operating Budget:

Add 11.0 FTE to Operations to support the start up of the MVX bus service slated to begin in April of 2026. Positions will support the maintenance of this service, with the FTE's involved based at the UTA Depot District garage. This change will have a net neutral budget impact, with funding for the position coming from the

existing COO Contingency.

ALTERNATIVES:

The Board may reject or request revisions to the requested Technical Budget Adjustment. If the operating changes are not made, support for the MVX service startup process will be impacted.

FISCAL IMPACT:

The proposed addition of the 11.0 FTE positions will be funded from the 2025 Operating budget.

The cost of \$242,000 for this service will be offset by a reduction from the existing COO Operating contingency balance of \$500,000. This action will reduce the COO Operating contingency balance to \$258,000.

Funding for 2026 expenses for these positions is included in the proposed tentative 2026 Operating Budget.

There is no overall increase in budget authority. There is no impact on UTA's Fund Balance within this TBA.

ATTACHMENTS:

TBA2025-09-03 - Technical Budget Adjustment - Exhibit A

TBA2025-09-03 - Technical Budget Adjustment - Exhibit A-2 Financial

TBA2025-09-03 - Technical Budget Adjustment - Exhibit A-2 FTE

UTAH TRANSIT AUTHORITY
2025 OPERATING BUDGET TECHNICAL ADJUSTMENT

September 24, 2025

Exhibit A

TBA2025-09-03

<u>Revenue</u>	<u>Tech Adj V 2025</u> <u>Budget</u>	<u>MVX Activation --</u> <u>Depot District</u>	<u>Tech Adj VI</u> <u>2025 Budget</u>
1 Sales Tax	\$ 505,193,000		\$ 505,193,000
2 Formula Funds (FTA)	72,411,000		72,411,000
3 Passenger Revenue	38,620,000		38,620,000
4 Advertising	2,351,000		2,351,000
5 Investment Income	5,085,000		5,085,000
6 Other Revenues	14,826,000		14,826,000
7 Stimulus Funding	-		-
8 Total Revenue	638,486,000	-	638,486,000
 <u>Operating Expense</u>			
9 Bus	160,507,000	199,000	160,706,000
10 Commuter Rail	38,543,000		38,543,000
11 Light Rail	69,095,000		69,095,000
12 Paratransit	29,991,000		29,991,000
13 Rideshare/Vanpool	4,034,000		4,034,000
14 Microtransit	16,811,000		16,811,000
15 Operations Support	66,950,000	43,000	66,993,000
16 Management & Support*	63,428,000	(242,000)	63,186,000
17 Planning/Capital Support	14,292,000		14,292,000
18 Non-Departmental	858,000		858,000
19 Total Operating Expense	464,509,000	-	464,509,000
 <u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>			
20 Principal and Interest	161,849,000		161,849,000
21 Bond Service Utah County for UVX BRT	3,378,000		3,378,000
22 Contribution to Reserves	15,576,000		15,576,000
23 Transfer to Capital	(6,826,000)		(6,826,000)
24 Total Debt Service and Reserves	173,977,000	-	173,977,000
25 Total Expense	\$ 638,486,000	\$ -	\$ 638,486,000

* Use of COO Operating Contingency. \$500,000 beginning balance less \$242,000 leaves remaining balance of \$258,000.

UTAH TRANSIT AUTHORITY
2025 OPERATING BUDGET TECHNICAL ADJUSTMENT
September 24, 2025
TBA2025-09-03

Exhibit A-2
Financial

	Tech Adj V 2025 Budget	MVX Activation -- Depot District	Tech Adj VI 2025 Budget
Revenue			
1 Sales Tax	\$ 505,193,000		\$ 505,193,000
2 Formula Funds (FTA)	72,411,000		72,411,000
3 Passenger Revenue	38,620,000		38,620,000
4 Advertising	2,351,000		2,351,000
5 Investment Income	5,085,000		5,085,000
6 Other Revenues	14,826,000		14,826,000
7 Stimulus Funding	-		-
8 Total Revenue	638,486,000	-	638,486,000
Operating Expense			
9 Board of Trustees	3,769,000		3,769,000
10 Executive Director	7,539,000		7,539,000
11 Communications	4,842,000		4,842,000
12 Operations	347,710,000	-	347,710,000
13 Finance	19,076,000		19,076,000
14 Service Development	8,183,000		8,183,000
15 Planning & Engagement	27,397,000		27,397,000
16 Enterprise Strategy	31,267,000		31,267,000
17 People Office	13,868,000		13,868,000
18 Non-Departmental	858,000		858,000
19 Total Operations	464,509,000	-	464,509,000
20 Debt Service	165,227,000		165,227,000
21 Contribution to Reserves	15,576,000		15,576,000
22 Transfer to Capital Budget	(6,826,000)		(6,826,000)
23 Total Operating Budget	\$ 638,486,000	\$ -	\$ 638,486,000

UTAH TRANSIT AUTHORITY
2025 OPERATING BUDGET TECHNICAL ADJUSTMENT
September 24, 2025
TBA2025-09-03

Exhibit A-2
FTE

	Tech Adj V 2025 Budget	MVX Activation -- Depot District	Tech Adj VI 2025 Budget
<u>Executive</u>			
1 Board of Trustees	16.5		16.5
2 Executive Director	32.5		32.5
3 Communications	19.0		19.0
4 Operations	2,389.7	11.0	2,400.7
5 Finance	118.0		118.0
6 Capital Services	64.0		64.0
7 Planning & Engagement	101.1		101.1
8 Enterprise Strategy	133.0		133.0
9 People Office	105.8		105.8
10 Non-Departmental	-		-
11 Total FTE	2,979.6	11.0	2,990.6

Change in FTE Positions

	FTE
Operations	
Supervisor	1.0
Journeyist	5.0
Service Employee	1.0
Coach Cleaner	1.0
Parts Clerk	1.0
Facilities Journeyist	1.0
Facilities Helper	1.0
Total Changes	11.0



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 9/24/2025

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

TITLE:

Next Generation Fare Collection System Update

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

In 2023, the UTA Board of Trustees authorized the Executive Director to enter an agreement with Scheidt & Bachmann to replace UTA's electronic fare collection system. The scope for this contract is to deliver supportable fare system hardware, including new ticket vending machines, new validators on all buses and on all rail platforms, and new hand-held fare inspection devices. This hardware, along with the mobile fare solution and open payment, will be integrated with the new account-based back-office system to simplify fare payment for our riders. The contract is a multi-year, phased approach contract:

- Phase 1: Replacement of all ticket vending machines
- Phase 2: Replacement of the validators on buses and at rail stations
- Phase 3: Replacement of the multi-platform system with one integrated fare payment platform
- Phase 4: Introduction of the mobile fare solution, open payment, as well as completion of all the system integration activities leading to final system acceptance

UTA is currently operating in Phase 2, Phase 3, and Phase 4. Project completion is estimated to be in the first quarter of 2027.

DISCUSSION:

Brian Reeves, Associate CFO, and Monica Howe, Fares Director, will provide an update on the next generation fare collection replacement project.

ALTERNATIVES:

NA

FISCAL IMPACT:

NA

ATTACHMENTS:

NA



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 9/24/2025

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

TITLE:

2025-2026 UTA Insurance Program and Renewals

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational report for discussion.

BACKGROUND:

This report is for discussion per Board of Trustees Policy 2.1.II.E which states:

1. The Executive Director will submit an annual report to the Board of Trustees on the status of the Authority's financial risk management program including upcoming insurance renewals.
2. The Authority will maintain Public Officials Errors and Omissions Insurance in an amount determined to adequately protect the Authority.
3. The Executive Director will, as necessary, procure other insurance to compensate for losses that would adversely affect the Authority.

DISCUSSION:

In 2025, the U.S. Property & Casualty insurance premiums grew in some areas and remained stable or softened in others. UTA recently completed its annual insurance program renewals. Areas that experienced softening include cyber and terrorism. Other areas in crime, drone, fiduciary, police professional, public officials errors & omissions, and property had little change in premiums. Railroad liability, excess coverage, and excess worker's compensation experienced larger increases in premium due to market pricing for increase

risk of loss.

ALTERNATIVES:

Not applicable

FISCAL IMPACT:

The total premiums for 2025-2026 was \$4,067,290, an increase of \$344,510 or 9.3% from 2024-2025 premiums.

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 9/24/2025

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Brian Reeves, Associate Chief Financial Officer
Brian Baker, Municipal Advisor, Zion's Public Finance, Inc.

TITLE:

Summary of the Series 2025 Bond Issuance

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational report for discussion on the final outcome of UTA's bond tendering, refunding and issuance.

BACKGROUND:

Utah Transit Authority (UTA) issued \$492.52 million in Sales Tax Revenue and Refunding Bonds to support multiple strategic financial objectives. The proceeds were used to finance the acquisition and construction of improvements on the transit system, purchase bonds tendered under a formal Tender Offer, and refund certain taxable bonds.

DISCUSSION:

The bond issuance was conducted in a competitive institutional market, with strong investor demand reflected in favorable pricing outcomes. Over 60 institutional investors participated, demonstrating broad market confidence in UTA's credit quality and long-term capital strategy.

The tender offer saw \$918.425 million in total par value offered, and \$251 million participated, with \$247 million accepted. Additionally, there was \$204 million in par value refunded, followed with the new money raise of \$128 million.

That coupled with the rating agencies responded positively to transaction affirming their respective credit rating view of UTA. The successful execution of this transaction highlights UTA's proactive approach to debt

management and its ability to attract significant institutional interest in support of its transit mission.

ALTERNATIVES:

N/A

FISCAL IMPACT:

Net present value savings of \$18 million or 4.04% savings.

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 9/24/2025

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

TITLE:

Revised 2026-2030 Five-Year Capital Plan Overview

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, per the UTA Board of Trustees Policy 2.1 Financial Management. The 5-year Capital Plan includes all construction, capital improvements, major equipment purchases, and other 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 at 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.

This proposed 5-Year Capital Plan covers the period from 2026 through 2030.

DISCUSSION:

Staff will present the 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 Board Budget Work Sessions.

This discussion will be a continuation of the discussion that was held during the Board Budget Work Sessions

earlier in the month of August. UTA staff will highlight any changes that have occurred between the Board Work Sessions and this presentation.

ALTERNATIVES:

The Board of Trustees can provide feedback for UTA staff to incorporate into the plan document. The following are risks that could materialize as a result of a delay:

- Could delay the UTA 2026 Tentative Budget Adoption
-

FISCAL IMPACT:

The Five-Year Capital Plan sets a financial expectation for the coming 2026-2030 period about how UTA will spend its funds. The overall plan amount is \$1,053,404,000. 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 \$271,502,000 in UTA funds.

ATTACHMENTS:

- Revised 2026-2030 5-Year Capital Plan
- Appendix to 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.

\$1.05B

investment over five years to strengthen and expand transit infrastructure.



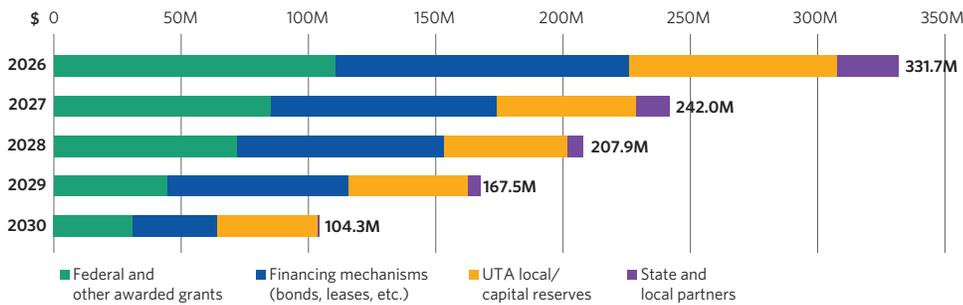
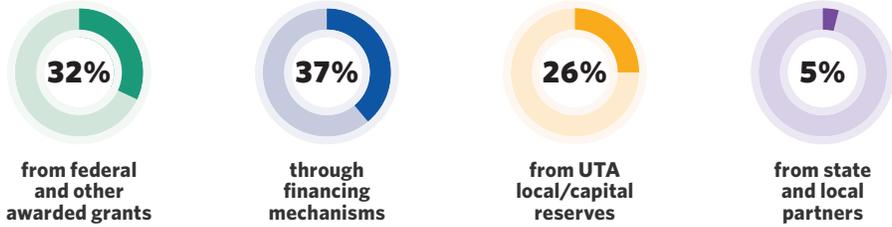
PLANNING AND PRIORITIZATION PROCESS

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 **\$1.05B in capital investment over five years**, designed to maintain and expand Utah’s transit infrastructure through a mix of sources:

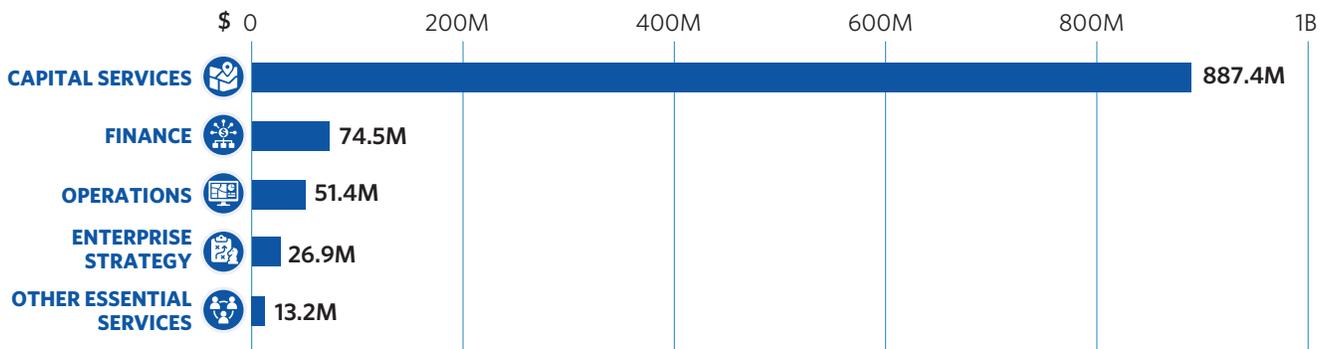


ANNUAL INVESTMENT HIGHLIGHTS:

- \$331.7M 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 \$331.7 invested in 2026 to advance large-scale construction, followed by more moderate annual investments of \$242.0M-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

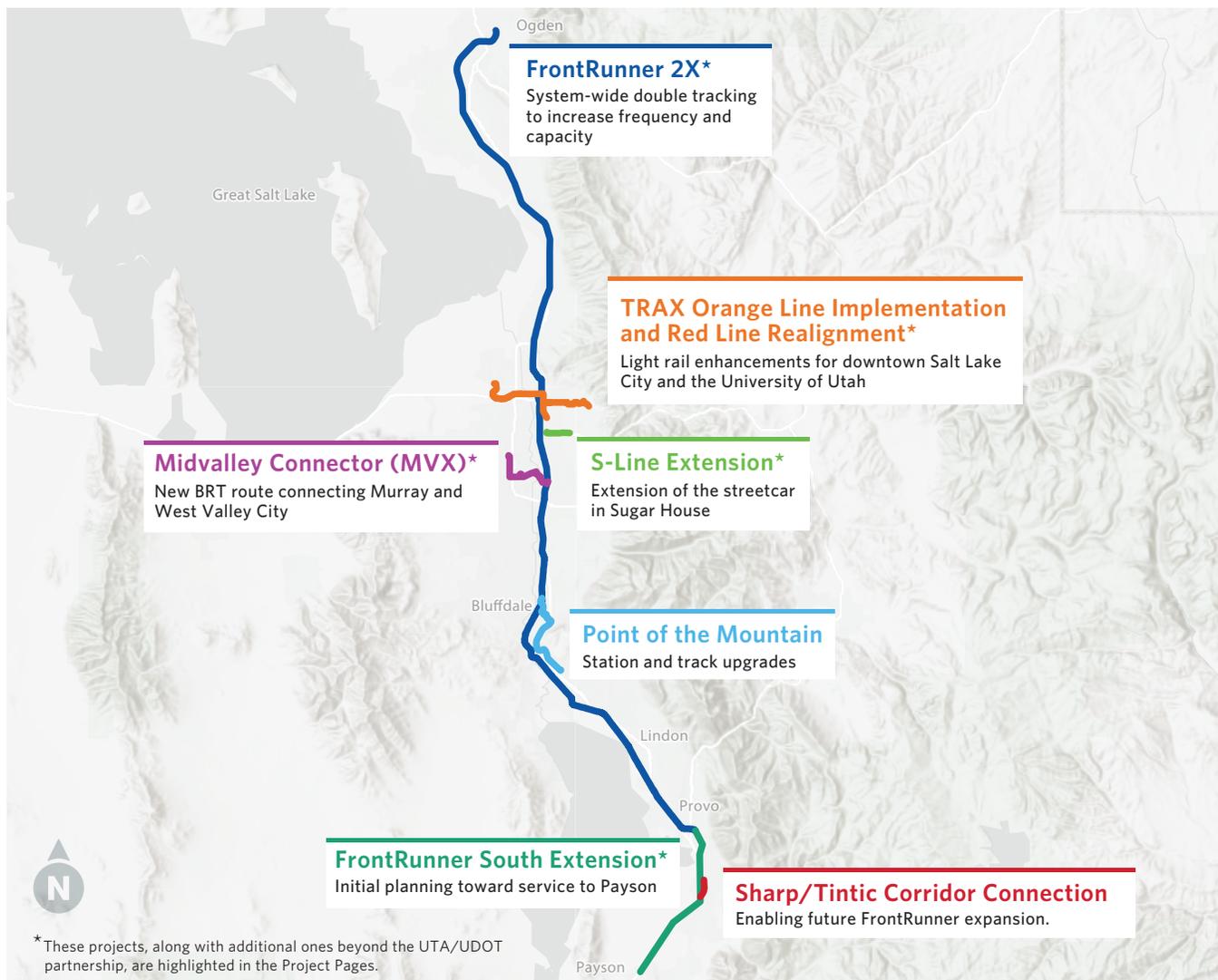
Office	Description
CAPITAL SERVICES	Oversees the planning, design, and construction of major projects that improve safety, expand service, maintain infrastructure, and make the most of UTA's real estate assets.
OPERATIONS	Manages UTA's core systems and services, including technology, data, and workforce development, to boost performance, support strategic goals, and foster continuous improvement across the agency.
ENTERPRISE STRATEGY	Coordinates agencywide functions such as IT, performance analysis, policy, and risk management to ensure UTA operates efficiently and stays aligned with long-term goals.
FINANCE	Leads UTA's budgeting, accounting, procurement, fare collection, risk management, and grant funding to maintain financial stability and ensure resources are used effectively.
OTHER ESSENTIAL SERVICES	Includes departments focused on people, communication, safety and security, and public engagement and planning, which are critical to UTA's ability to deliver responsive, transparent, and community-driven service.



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

1146A

126

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.

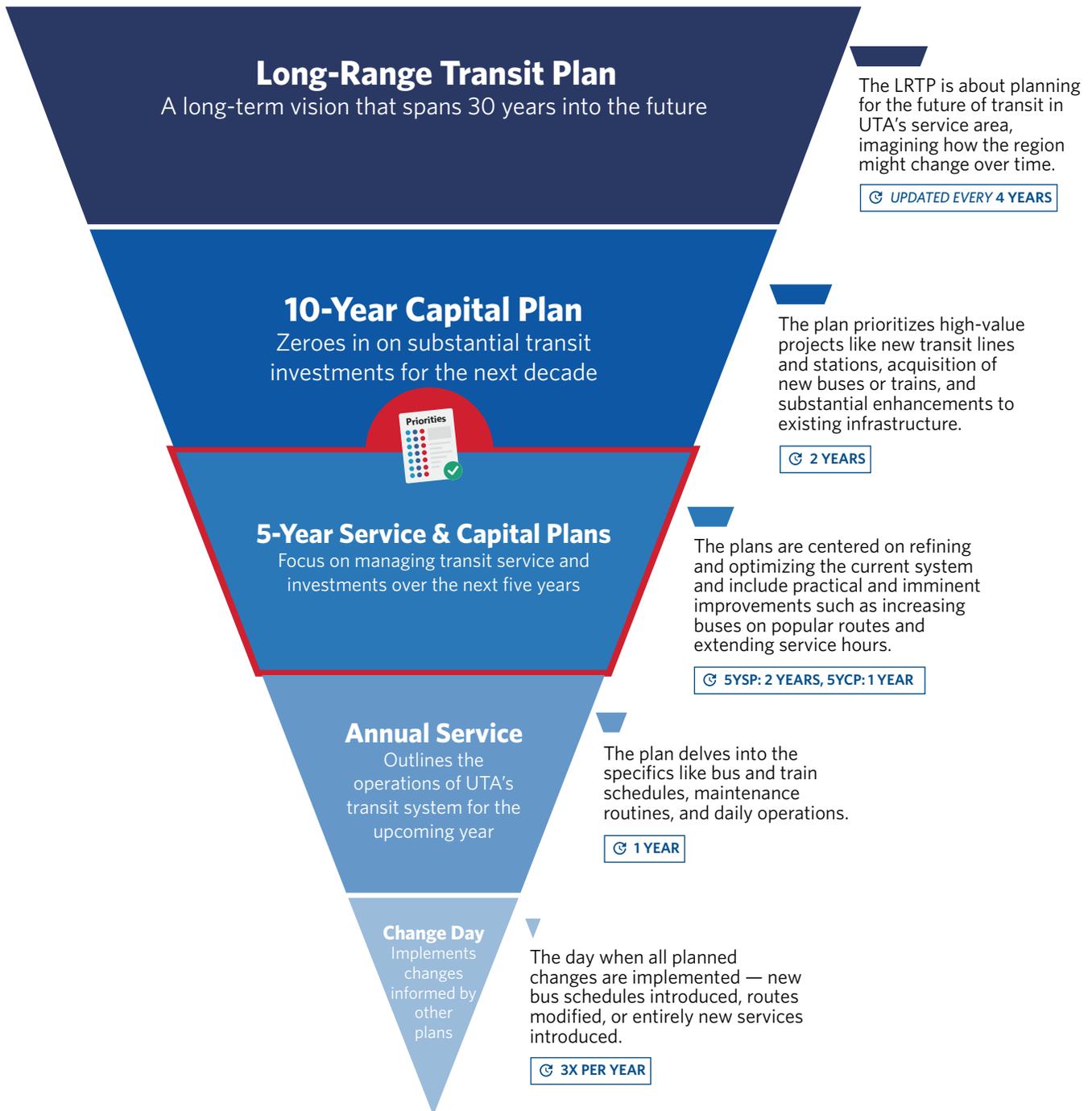
Examples of capital projects include:

- 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?



Long-Range Transit Plan

A long-term vision that spans 30 years into the future

The LRTP is about planning for the future of transit in UTA's service area, imagining how the region might change over time.

🔄 UPDATED EVERY 4 YEARS

10-Year Capital Plan

Zeroes in on substantial transit investments for the next decade

The plan prioritizes high-value projects like new transit lines and stations, acquisition of new buses or trains, and substantial enhancements to existing infrastructure.

🔄 2 YEARS

5-Year Service & Capital Plans

Focus on managing transit service and investments over the next five years

The plans are centered on refining and optimizing the current system and include practical and imminent improvements such as increasing buses on popular routes and extending service hours.

🔄 5YSP: 2 YEARS, 5YCP: 1 YEAR

Annual Service

Outlines the operations of UTA's transit system for the upcoming year

The plan delves into the specifics like bus and train schedules, maintenance routines, and daily operations.

🔄 1 YEAR

Change Day

Implements changes informed by other plans

The day when all planned changes are implemented — new bus schedules introduced, routes modified, or entirely new services introduced.

🔄 3X PER YEAR

Chapter 2

Five-Year Capital Plan Development Process

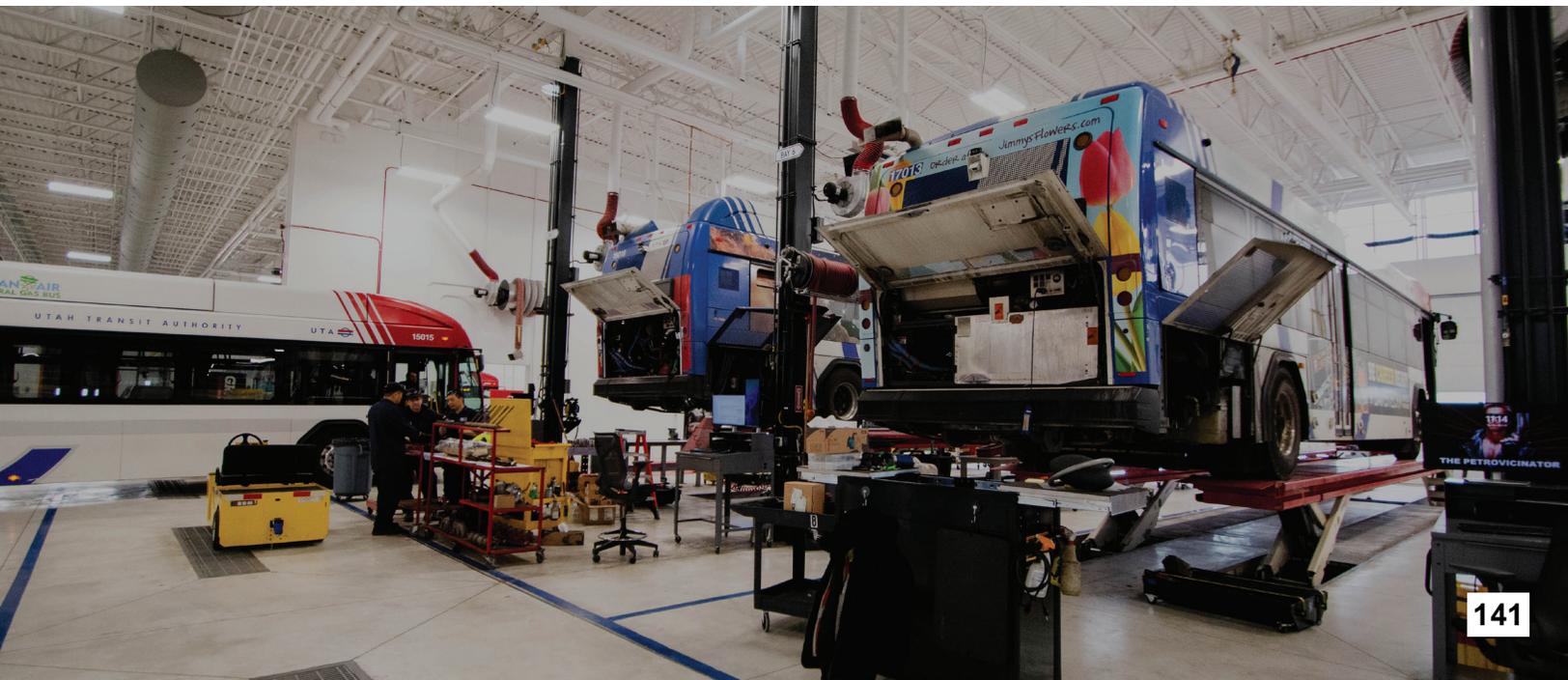
The annual capital planning process results in a selection of projects for the upcoming fiscal year capital budget and a forward-looking five-year capital plan. In general, the projects incorporated into the capital plan must reflect UTA's Strategic Plan and regional transit initiatives.

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	Legal and Safety Requirements	Delivery Potential
	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.	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.	Projects are assessed for their feasibility, readiness, and ability to be implemented within the five-year window, maximizing the effective use of available resources.
UTA Strategic Goals & Objectives			
	Moving Utahns to a Better Quality of Life	Exceeding Customer Expectations	Achieving Organizational Excellence
	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%	Achieve a 45% increase in UTA's Net Promoter Score (How likely would you be to recommend UTA to your friends and family?)	Receive industry recognition for operating a dynamic and forward-thinking public enterprise
			
Building Community Support	Generating Critical Economic Return		
More than 100 actively engaged formal alliances and affinity groups telling their stories in ways that influence transit-friendly outcomes	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



1

**Meadowbrook
Electrification**



2

**Davis-SLC
Community
Connector**



3

Bus Stop Program



4

FrontRunner 2X



5

Midvalley Express



6

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



7

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



8

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



9

**FrontRunner
South Extension**



10

**Maintenance and
MOW Training
Facilities**



11

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



12

**TRAX Forward
Program**



13

**Bus Procurement
and Replacement
Program**



14

**Light Rail Vehicle
Replacement**



15

**FrontRunner
Vehicle
Rehabilitation**



16

**Fare System
Replacement**



Meadowbrook Electrification

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

As a part of the Innovative Mobility program in UTA's 10-Year Capital Plan, the Meadowbrook Electrification 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

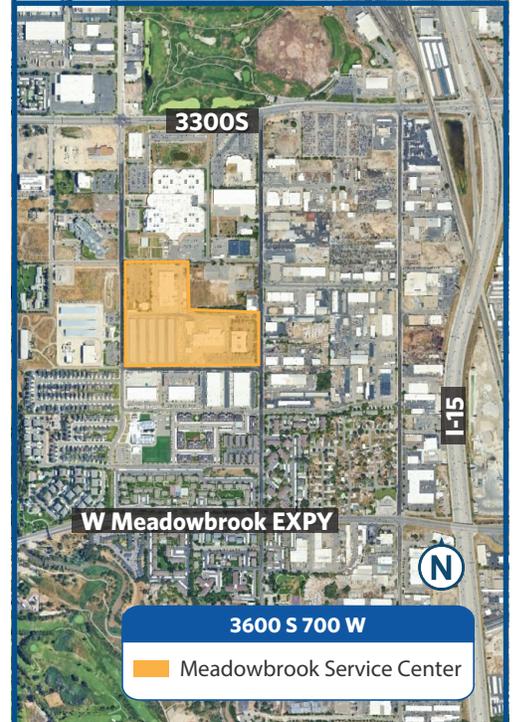
- **Reduce harmful emissions** from buses while improving energy efficiency
- **Improve overall air quality** in the Salt Lake Valley
- **Ensure continued access** to public transportation networks in western Salt Lake County



Plug-in charging infrastructure



Overhead chargers



SCHEDULE

Anticipated In Service Date (Based On The Midvalley Express Project Completion)

Fall 2026

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	TOTAL
FMA693 Meadowbrook Electrification	\$2.3M	-	-	\$2.3M



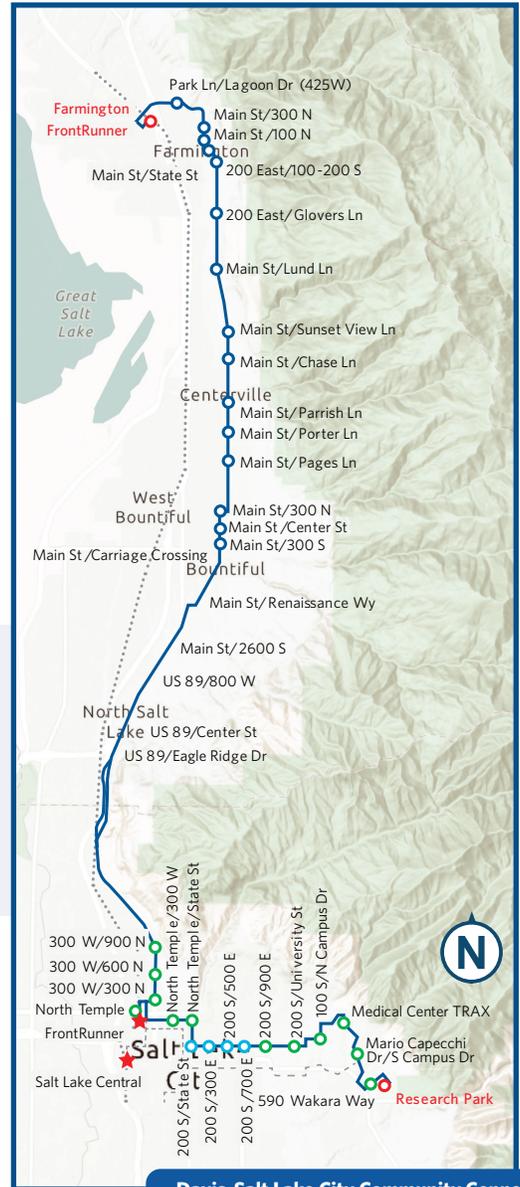
Davis-Salt Lake City Community Connector

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



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

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 Connector	\$5M	\$21.6M	\$4.9M	\$1.4M	\$94K	\$33M



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.

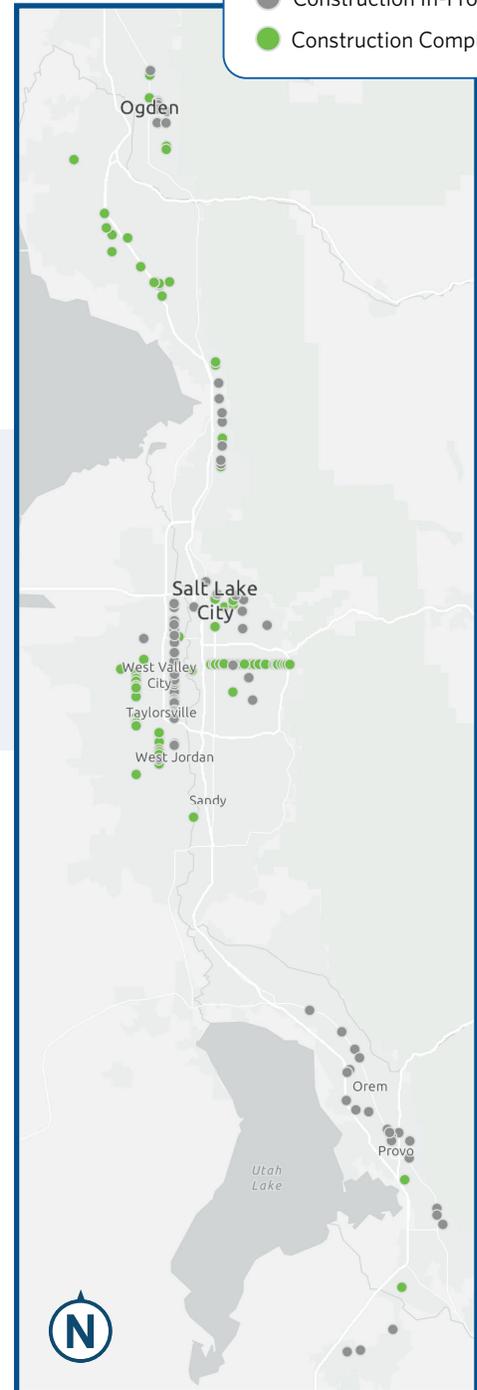
The purpose of these improvements is to make stops accessible to all riders, including people with limited mobility. Enhancements will vary by location but typically include replacement of sidewalk panels and new concrete pads with the addition of shelters, benches, trash cans, bike racks, and lighting. 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

UTA Bus Stop Program

- Construction In-Progress
- Construction Completed



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 Bus Stops 5339	\$2.4M	-	-	-	-	\$2.4M
MSP324 Bus Stop Amenities	\$400K	\$1.6M	\$410K	\$10K	\$10K	\$2.4M
SGR407 Bus Stop Enhancements*	\$2.6M	\$3.2M	\$1.6M	\$1.6M	\$1.8M	\$10.7M

*Totals may not add up precisely due to rounding.



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

FrontRunner 2X (FR2X)

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



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

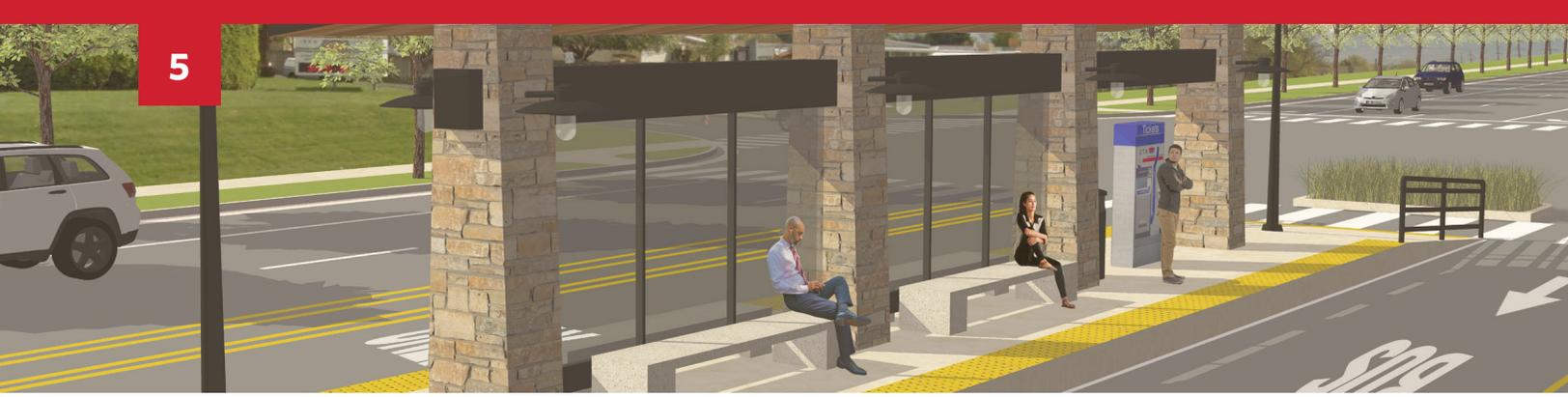
SCHEDULE

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*	\$2.9M	\$3.2M	\$2.7M	\$2.7M	-	\$11.4M

*Total may not add up precisely due to rounding.



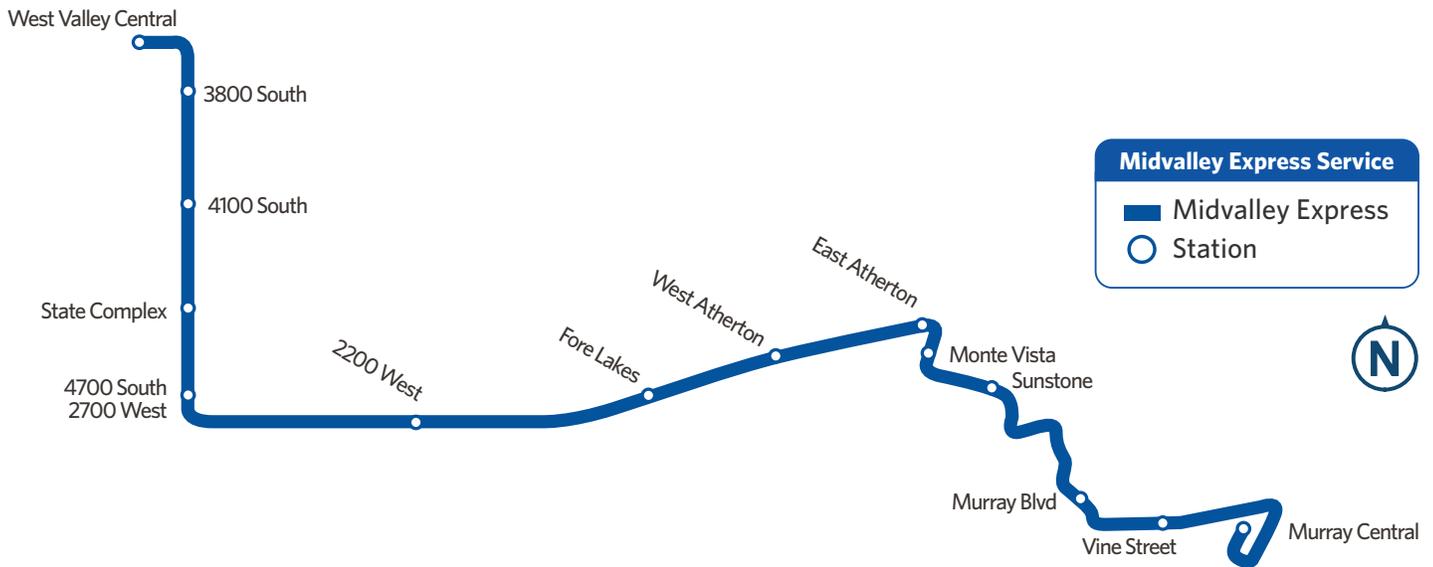
Midvalley Express

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



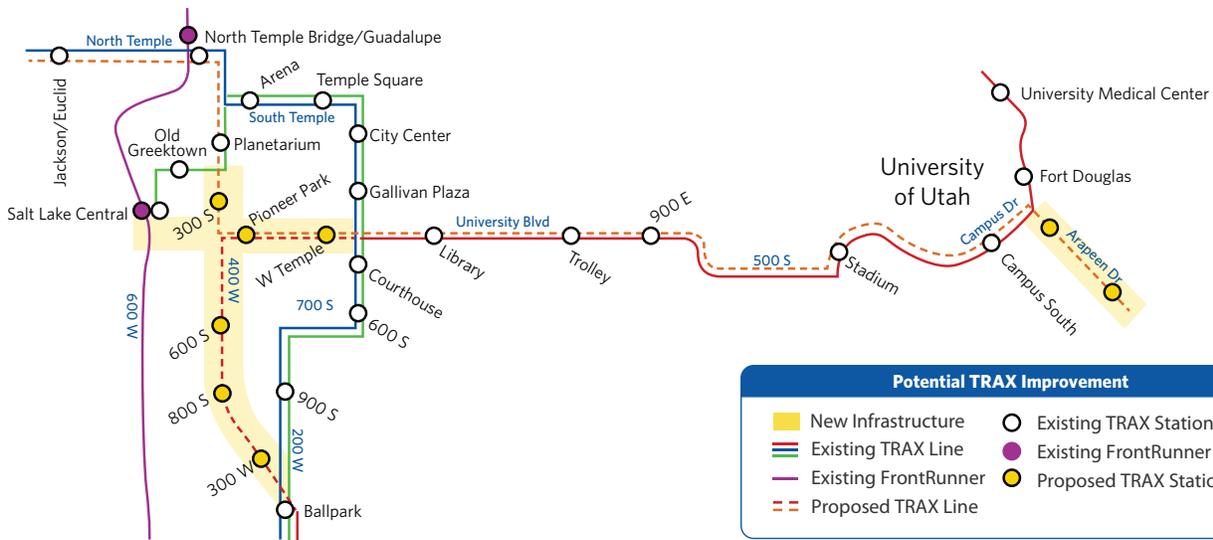
TRAX Orange Line Implementation and Red Line Realignment Study

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)



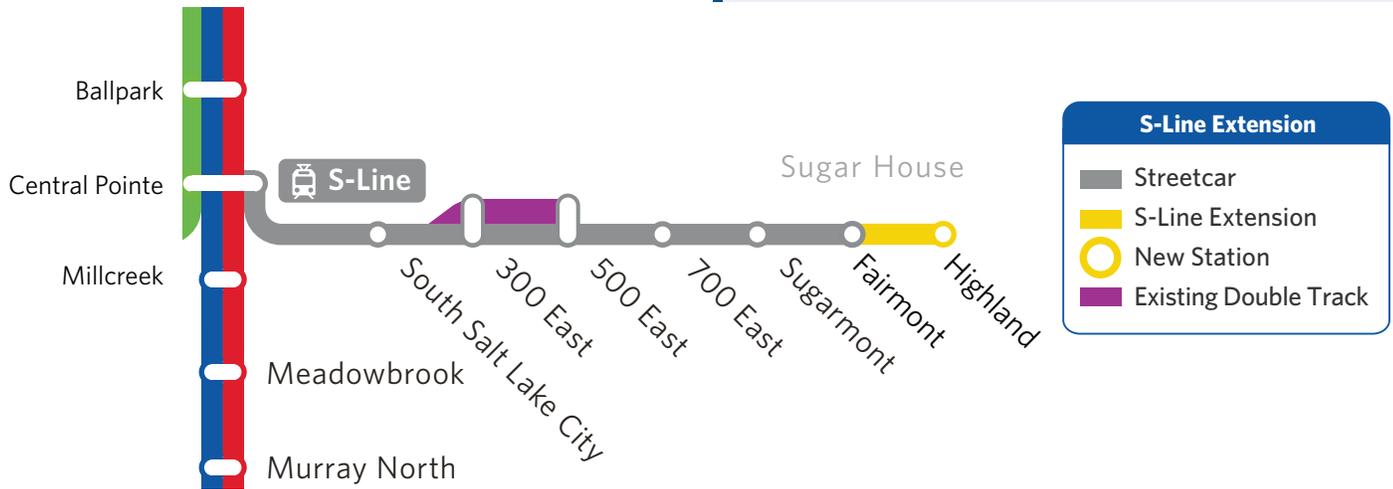
S-Line Extension and Double Tracking (Sugar House Business District)

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



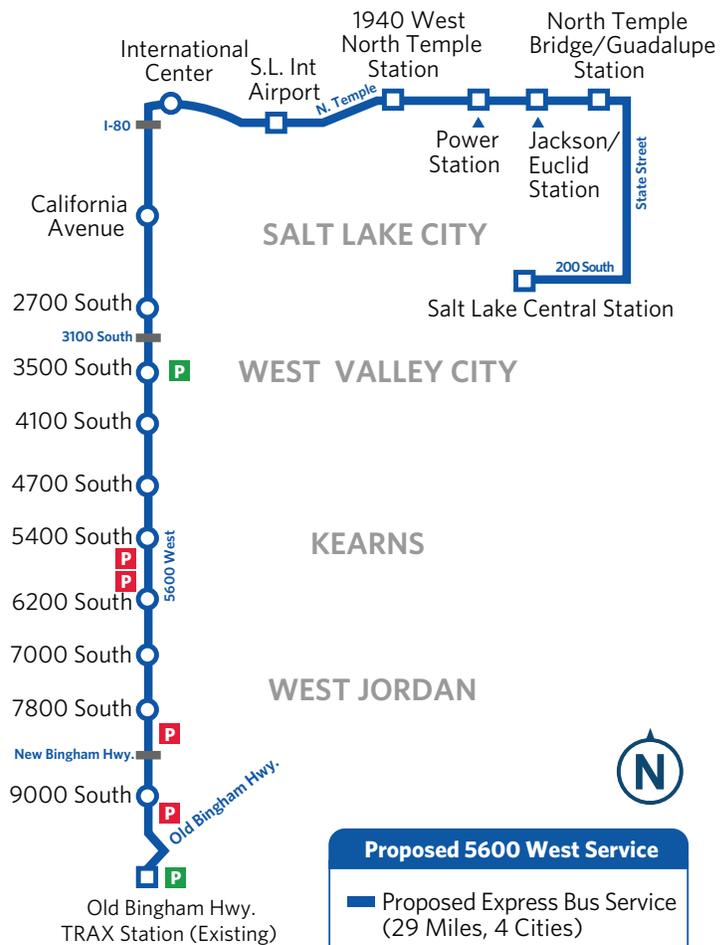
5600 West Bus Route (West Salt Lake County)

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



Proposed 5600 West Service

- Proposed Express Bus Service (29 Miles, 4 Cities)
- New Bus Stop/Station
- Existing Bus Stop/Station
- P New Park and Ride Lot
- P Existing Park and Ride Lot

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



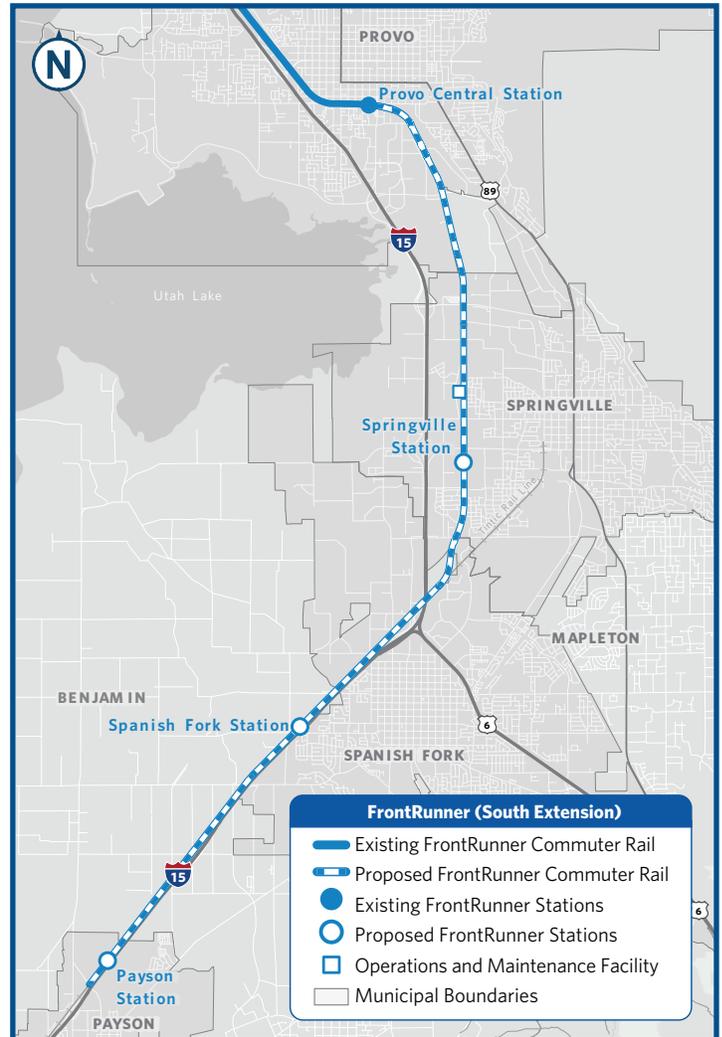
FrontRunner South Extension

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



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

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP264 FrontRunner South Extension	\$2.3M	\$300K	\$300K	\$300K	-	\$3.2M



Maintenance and MOW 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 MOW Training Yard	\$1.5M	-	-	\$1.5M



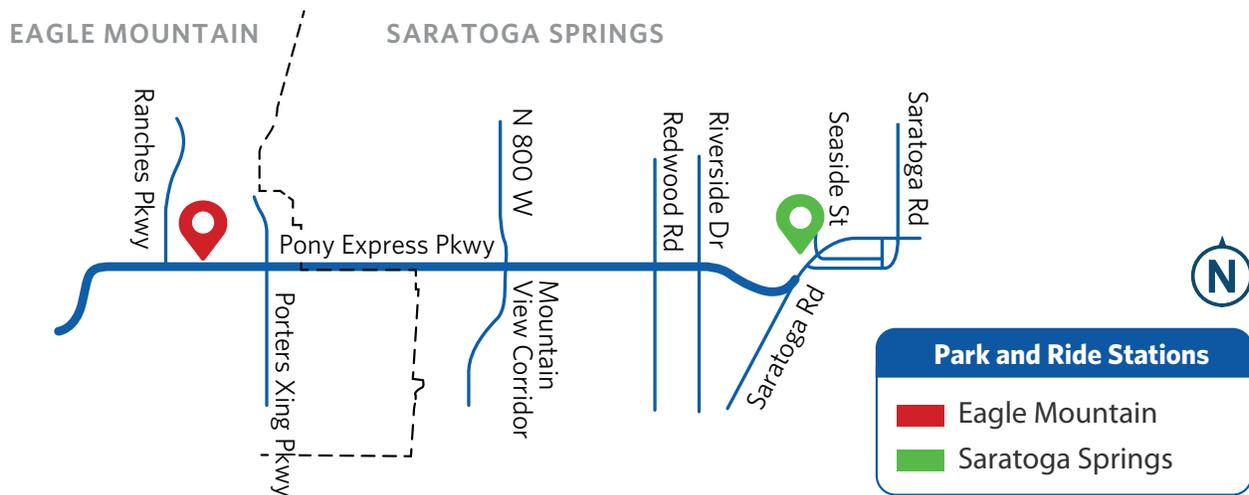
Utah County Park & Ride (Eagle Mountain and Saratoga Springs)

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	\$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 Replacements 2026
 Bus Procurement and Replacement On-going Initiative

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
REV209 Paratransit Replacements*	\$16.6M	\$9M	\$8.1M	-	-	\$33.8M
REV211 Replacement Buses*	\$16.6M	\$24.9M	\$13.9M	\$25.6M	\$22.9M	\$103.8M

*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

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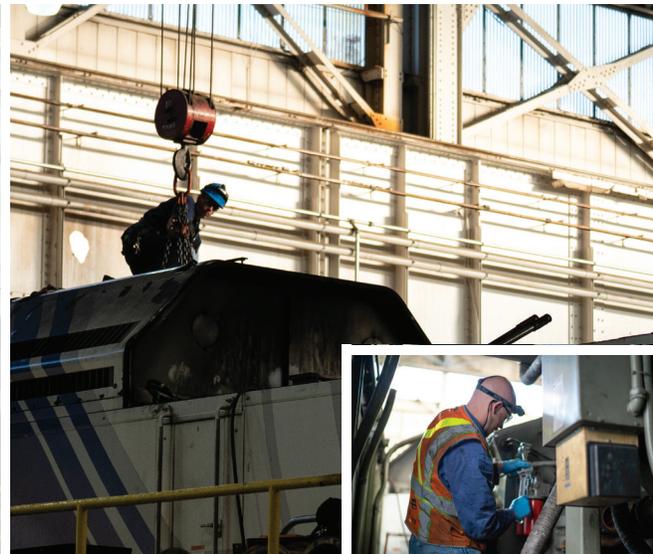
FrontRunner Vehicle Rehabilitation

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 and Replacement	\$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



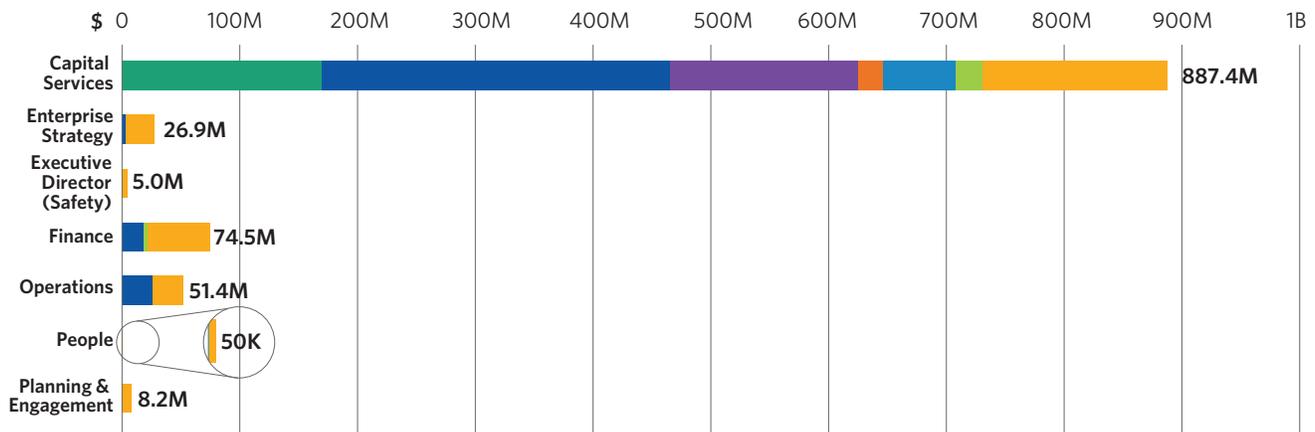
People



Planning & Engagement

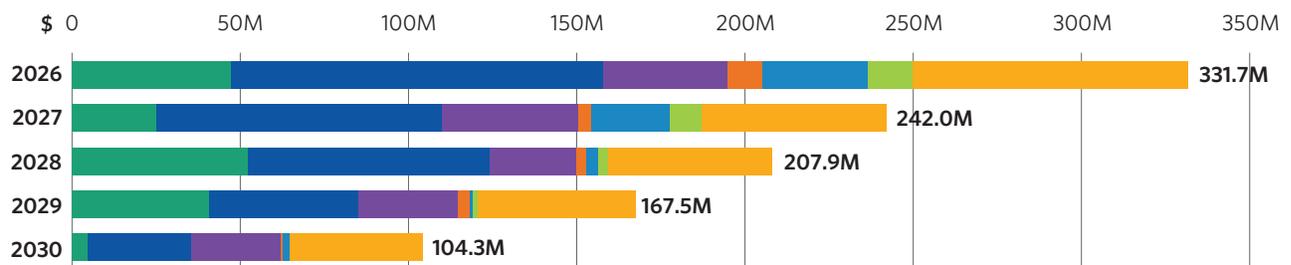
PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY PROGRAM CATEGORY

CHIEF OFFICE	Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	887,443,000	169,704,000	296,297,000	158,799,000	21,664,000	61,080,000	23,527,000	156,372,000
Enterprise Strategy	26,866,000	-	3,200,000	-	-	-	-	23,666,000
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	1,053,404,000	169,704,000	343,302,000	158,799,000	21,664,000	61,080,000	27,353,000	271,502,000



PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY YEAR

YEAR	Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
2026	331,738,000	47,285,000	110,743,000	36,714,000	10,622,000	31,050,000	13,478,000	81,846,000
2027	241,974,000	24,915,000	85,090,000	40,556,000	3,856,000	23,380,000	9,300,000	54,877,000
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	1,053,404,000	169,704,000	343,302,000	158,799,000	21,664,000	61,080,000	27,353,000	271,502,000



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	271,488,000	47,285,000	88,086,000	36,714,000	10,622,000	31,050,000	9,652,000	48,079,000
Enterprise Strategy	14,851,000	-	3,200,000	-	-	-	-	11,651,000
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	331,738,000	47,285,000	110,743,000	36,714,000	10,622,000	31,050,000	13,478,000	81,846,000

2027

CHIEF OFFICE	2027 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	211,221,000	24,915,000	78,076,000	40,556,000	3,856,000	23,380,000	9,300,000	31,138,000
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	241,974,000	24,915,000	85,090,000	40,556,000	3,856,000	23,380,000	9,300,000	54,877,000

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 (5YCP)
Fiscally Constrained
FY2026-2030

\$887.4M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Totals by Fiscal Year	271,488,000	211,221,000	180,425,000	142,615,000	81,694,000	887,443,000
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 Electrification	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	125,000	1,000,000	-	-	-	1,125,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
MSP132 - IPCS 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	100,000	-	-	-	-	100,000
MSP185 - Ogden/Weber State University 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 Max EXP\Optimization	-	-	-	-	-	-
MSP208 - Clearfield FR 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 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	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	2,856,000	3,156,000	2,693,000	2,693,000	-	11,398,000
MSP253 - Midvalley Connector	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - Orange/Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	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 - SL Central HQ Office	760,000	-	-	-	-	760,000
MSP263 - TOD 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 - MOW Training Yard	1,500,000	-	-	-	-	1,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000
MSP286 - Utah County Park & Ride Lots	3,200,000	-	-	-	-	3,200,000
MSP287 - 900 East UVX Station	212,000	-	-	-	-	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	2,440,000
MSP312 - FrontRunner 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
MSP328 - (Grant Dependent) Salt Lake or WV On Route 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

Capital Services (cont.)

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
REV209 - Paratransit Replacements	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Replacement Buses	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 - VW 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 - NRV Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
REV243 - FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	1,000	21,309,000	-	-	-	21,310,000
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	1,000	3,406,000	-	3,407,000
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	1,200,000	1,050,000	-	-	3,300,000
SGR040 - Light Rail Vehicle Rehab	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - LRT Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Commuter Rail 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 and Replacement	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 - TPSS Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - OCS Rehab/Replace	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	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - Route End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000
SGR409 - System Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-
SGR412 - PCC Replacement Project	1,900,000	-	-	-	-	1,900,000
SGR413 - TPSS 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

\$26.9M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	14,851,000	2,555,000	3,435,000	2,875,000	3,150,000	26,866,000
ICI001 - Passenger Information	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 - Bus Communications On-Board Technology	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	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 Comm Infrastructure	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	-	-	-	4,000,000
ICI230 - Operations System	5,356,000	180,000	-	-	-	5,536,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	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 Phase 2: Procurement	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication 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 (5YCP)
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 - Arc Flash Analysis	-	87,000	287,000	287,000	-	661,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	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 (5YCP)
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 - 5310 Administration Funds All 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 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000	-	-	-	-	100,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000	-	-	-	-	275,000
MSP278 - FFY 2022 UT02023 O/L 5310	175,000	-	-	-	-	175,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000	-	-	-	-	20,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	105,000	-	-	-	-	105,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	-	-	-	5,000
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	-	-	-	-	15,000
MSP302 - FFY 2024 O/L 5310	900,000	-	-	-	-	900,000
MSP303 - FFY 2023 O/L 5310	320,000	-	-	-	-	320,000
MSP304 - FFY 2023 P/O 5310	450,000	-	-	-	-	450,000
MSP305 - FFY 2023 SL/WV 5310	1,303,000	-	-	-	-	1,303,000
MSP306 - FFY 2026 All UZAs 5310	3,360,000	-	-	-	-	3,360,000
MSP307 - FFY 2025 All UZAs 5310	3,262,000	-	-	-	-	3,262,000
MSP308 - FFY 2024 SL/WV 5310	1,054,000	-	-	-	-	1,054,000
MSP309 - FFY 2024 P/O 5310	643,000	-	-	-	-	643,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-
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 Fleet Vehicles	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 JRSC	233,000	1,977,000	-	-	-	2,210,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-
FMA703 - Police RMS/CAD	5,000	2,100,000	-	-	-	2,105,000
FMA704 - Floor Restoration Mt.Ogden	-	939,000	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	1,600,000	600,000	-	-	-	2,200,000
SGR416 - LRV Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000
SGR417 - LRV 1168 Accident Repairs	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 Load Bank for HEP Trainer	50,000	-	-	-	-	50,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-
MSP318 - MOW 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 - 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 - One-Time UTA On Demand Funds	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	300,000	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-

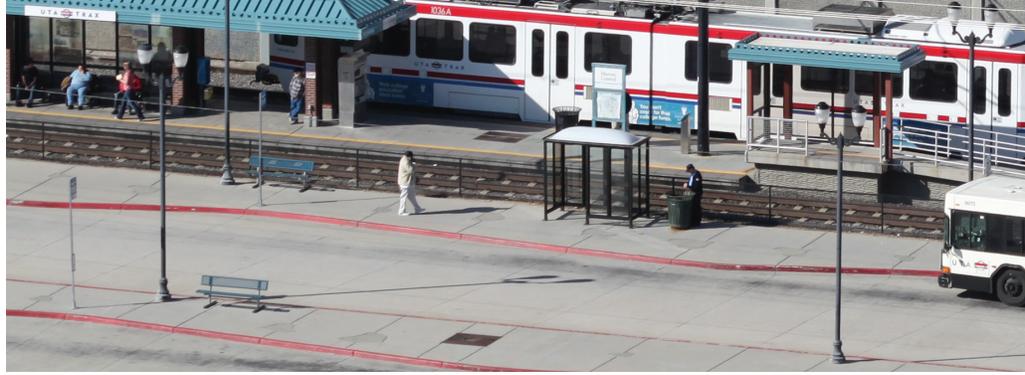
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Chapter 5

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)

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.

2026-2030 Five Year Capital Plan (DRAFT)

Sum of Total Budget- Rounded Office/Projects	Column Labels					
	2026	2027	2028	2029	2030	Grand Total
Capital Services	271,488,000	211,221,000	180,425,000	142,615,000	81,694,000	887,443,000
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 Electrification	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	125,000	1,000,000	-	-	-	1,125,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
MSP132 - IPCS 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	100,000	-	-	-	-	100,000
MSP185 - Ogden/Weber State University 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 Max EXP\Optimization	-	-	-	-	-	-
MSP208 - Clearfield FR 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 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	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	2,856,000	3,156,000	2,693,000	2,693,000	-	11,398,000
MSP253 - Mid-Valley Connector	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - Orange/Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	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 - SL Central HQ Office	760,000	-	-	-	-	760,000
MSP263 - TOD 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 - MOW Training Yard	1,500,000	-	-	-	-	1,500,000

2026-2030 Five Year Capital Plan (DRAFT)

Sum of Total Budget- Rounded Office/Projects	Column Labels					Grand Total
	2026	2027	2028	2029	2030	
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000
MSP286 - Utah County Park & Ride Lots	3,200,000	-	-	-	-	3,200,000
MSP287 - 900 East UVX Station	212,000	-	-	-	-	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	2,440,000
MSP312 - FrontRunner 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
MSP328 - (Grant Dependent) Salt Lake or WV On Route 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 Replacements	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Replacement Buses	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 - VW 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 - NRV Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	1,000	21,309,000	-	-	-	21,310,000
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	1,000	3,406,000	-	3,407,000
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	1,200,000	1,050,000	-	-	3,300,000
SGR040 - Light Rail Vehicle Rehab	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - LRT Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Commuter Rail 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 and Replacement	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 - TPSS Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - OCS Rehab/Replace	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	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - Route End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000
SGR409 - System Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000

2026-2030 Five Year Capital Plan (DRAFT)

Sum of Total Budget- Rounded Office/Projects	Column Labels					Grand Total
	2026	2027	2028	2029	2030	
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,900,000	-	-	-	-	1,900,000
SGR413 - TPSS 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	14,851,000	2,555,000	3,435,000	2,875,000	3,150,000	26,866,000
ICI001 - Passenger Information	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 - Bus Communications On-Board Technology	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	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 Comm Infrastructure	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	-	-	-	4,000,000
ICI230- Operations System	5,356,000	180,000	-	-	-	5,536,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	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 Phase 2: Procurement	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication 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 - 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 - Arc Flash Analysis	-	87,000	287,000	287,000	-	661,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	-	-	-	100,000
Finance	32,646,000	10,518,000	10,445,000	10,484,000	10,395,000	74,488,000
CDA006 - 5310 Administration Funds All 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 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000	-	-	-	-	100,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000	-	-	-	-	275,000
MSP278 - FFY 2022 UT02023 O/L 5310	175,000	-	-	-	-	175,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000	-	-	-	-	20,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	105,000	-	-	-	-	105,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	-	-	-	5,000
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	-	-	-	-	15,000

2026-2030 Five Year Capital Plan (DRAFT)

Sum of Total Budget- Rounded Office/Projects	Column Labels					Grand Total
	2026	2027	2028	2029	2030	
MSP302 - FFY 2024 O/L 5310	900,000	-	-	-	-	900,000
MSP303 - FFY 2023 O/L 5310	320,000	-	-	-	-	320,000
MSP304 - FFY 2023 P/O 5310	450,000	-	-	-	-	450,000
MSP305 - FFY 2023 SL/WV 5310	1,303,000	-	-	-	-	1,303,000
MSP306 - FFY 2026 All UZAs 5310	3,360,000	-	-	-	-	3,360,000
MSP307 - FFY 2025 All UZAs 5310	3,262,000	-	-	-	-	3,262,000
MSP308 - FFY 2024 SL/WV 5310	1,054,000	-	-	-	-	1,054,000
MSP309 - FFY 2024 P/O 5310	643,000	-	-	-	-	643,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-
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 Fleet Vehicles	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 JRSC	233,000	1,977,000	-	-	-	2,210,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-
FMA703- Police RMS/CAD	5,000	2,100,000	-	-	-	2,105,000
FMA704 - Floor Restoration Mt.Ogden	-	939,000	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	1,600,000	600,000	-	-	-	2,200,000
SGR416 - LRV Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000
SGR417 - LRV 1168 Accident Repairs	1,280,000	1,550,000	145,000	-	-	2,975,000
People	50,000	-	-	-	-	50,000
FMA705 - HEP Load Bank for HEP Trainer	50,000	-	-	-	-	50,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-
Planning & Engagement	2,244,000	1,509,000	1,520,000	1,445,000	1,445,000	8,163,000
MSP198 - Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	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 - One-Time UTA On Demand Funds	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	300,000	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-
Grand Total	331,738,000	241,974,000	207,932,000	167,506,000	104,254,000	1,053,404,000

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	887,443,000	169,704,000	296,297,000	158,799,000	21,664,000	61,080,000	23,527,000	156,372,000
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 Electrification	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	1,125,000	-	900,000	-	-	-	-	225,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - IPCS Tech Support	175,000	-	-	-	-	-	-	175,000
MSP140 - Box Elder County Corridor Preservation	2,500,000	-	-	-	-	-	2,500,000	-
MSP156- Prop 1 Davis County	100,000	-	-	-	-	-	-	100,000
MSP185 - Ogden/Weber State University 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 Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR 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 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	1,052,000	-	-	-	-	-	-	1,052,000
MSP248 - Planning & Environmental Analysis	1,500,000	-	-	-	-	-	-	1,500,000
MSP252 - FrontRunner 2X	11,398,000	-	-	-	11,398,000	-	-	-
MSP253 - Mid-Valley Connector	35,396,000	-	21,292,000	-	3,615,000	10,489,000	-	-
MSP254 - Orange/Red Line Realignment	500,000	-	-	-	500,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	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 - SL Central HQ Office	760,000	-	-	-	-	-	-	760,000
MSP263 - TOD 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

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
MSP271 - MOW Training Yard	1,500,000	-	-	-	-	-	-	1,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000
MSP286 - Utah County Park & Ride Lots	3,200,000	-	2,976,000	-	-	-	-	224,000
MSP287 - 900 East UVX Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	500,000	-	-	-	-	-	-	500,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	-	-	2,440,000
MSP312 - FrontRunner 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) Charger at Orange Street and Wasatch & 3900 S	98,000	-	-	-	-	-	-	98,000
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	105,000	-	-	-	-	-	-	105,000
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	109,000	-	-	-	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	10,500,000	-	-	10,500,000	-	-	-	-
REV209 - Paratransit Replacements	33,776,000	-	-	33,776,000	-	-	-	-
REV211 - Replacement Buses	103,826,000	-	-	103,326,000	-	-	-	500,000
REV224 - Bus Overhaul	10,000,000	-	-	-	-	-	-	10,000,000
REV232 - Van Pool Van Replacements	8,000,000	-	-	8,000,000	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	186,692,000	148,192,000	38,500,000	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	550,000	-	-	-	-	-	-	550,000
REV242 - Replacement Non-rev equipment/special vehicles	4,500,000	-	-	-	-	-	-	4,500,000
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	21,310,000	-	18,112,000	3,197,000	-	-	-	1,000
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	3,407,000	-	-	-	-	-	-	3,407,000
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	3,300,000	-	-	-	-	-	-	3,300,000
SGR040 - Light Rail Vehicle Rehab	31,881,000	-	25,505,000	-	-	-	-	6,376,000
SGR047 - LRT Stray Current Control	2,500,000	-	-	-	-	-	-	2,500,000
SGR353 - Commuter Rail 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 and Replacement	61,500,000	-	49,200,000	-	-	-	-	12,300,000
SGR393 - Grade Crossing Replacement Program	12,000,000	-	9,600,000	-	-	-	-	2,400,000
SGR397 - TPSS Component Replacement	1,000,000	-	800,000	-	-	-	-	200,000
SGR398 - OCS Rehab/Replace	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	10,705,000	-	-	-	-	-	-	10,705,000
SGR408 - Route End of Line (EOL) Enhancements	4,435,000	-	3,548,000	-	-	-	-	887,000

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
SGR409 - System Restrooms	9,901,000	-	-	-	-	-	-	9,901,000
SGR410 - Fiber Rehab/Replacement	3,452,000	-	2,762,000	-	-	-	-	690,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,900,000	-	1,520,000	-	-	-	-	380,000
SGR413 - TPSS 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	26,866,000	-	3,200,000	-	-	-	-	23,666,000
ICI001 - Passenger Information	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 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	1,930,000	-	-	-	-	-	-	1,930,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	4,380,000	-	-	-	-	-	-	4,380,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	3,200,000	-	-	-	-	800,000
ICI230- Operations System	5,536,000	-	-	-	-	-	-	5,536,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	245,000	-	-	-	-	-	-	245,000
ICI233- Technology Systems- State of Good Repair	775,000	-	-	-	-	-	-	775,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication 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 - Camera Sustainability	3,031,000	-	-	-	-	-	-	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	661,000	-	-	-	-	-	-	661,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	-	-	-	-	-	100,000
Finance	74,488,000	-	18,174,000	-	-	-	3,826,000	52,488,000
CDA006 - 5310 Administration Funds All 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 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000	-	69,000	-	-	-	25,000	6,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000	-	200,000	-	-	-	72,000	3,000
MSP278 - FFY 2022 UT02023 O/L 5310	175,000	-	128,000	-	-	-	44,000	3,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000	-	20,000	-	-	-	-	-

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
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	105,000	-	105,000	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	5,000	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	-	12,000	-	-	-	3,000	-
MSP302 - FFY 2024 O/L 5310	900,000	-	611,000	-	-	-	240,000	49,000
MSP303 - FFY 2023 O/L 5310	320,000	-	223,000	-	-	-	95,000	2,000
MSP304 - FFY 2023 P/O 5310	450,000	-	332,000	-	-	-	90,000	28,000
MSP305 - FFY 2023 SL/WV 5310	1,303,000	-	885,000	-	-	-	415,000	3,000
MSP306 - FFY 2026 All UZAs 5310	3,360,000	-	2,179,000	-	-	-	1,181,000	-
MSP307 - FFY 2025 All UZAs 5310	3,262,000	-	2,116,000	-	-	-	1,146,000	-
MSP308 - FFY 2024 SL/WV 5310	1,054,000	-	732,000	-	-	-	322,000	-
MSP309 - FFY 2024 P/O 5310	643,000	-	420,000	-	-	-	193,000	30,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
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 Fleet Vehicles	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 JRSC	2,210,000	-	1,600,000	-	-	-	-	610,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	2,105,000	-	-	-	-	-	-	2,105,000
FMA704 - Floor Restoration Mt.Ogden	939,000	-	-	-	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	2,200,000	-	-	-	-	-	-	2,200,000
SGR416 - LRV Collision Avoidance System	17,550,000	-	14,040,000	-	-	-	-	3,510,000
SGR417 - LRV 1168 Accident Repairs	2,975,000	-	-	-	-	-	-	2,975,000
People	50,000	-	-	-	-	-	-	50,000
FMA705 - HEP Load Bank for HEP Trainer	50,000	-	-	-	-	-	-	50,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	8,163,000	-	-	-	-	-	-	8,163,000
MSP198 - 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 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	150,000	-	-	-	-	-	-	150,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	300,000	-	-	-	-	-	-	300,000

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
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	1,053,404,000	169,704,000	343,302,000	158,799,000	21,664,000	61,080,000	27,353,000	271,502,000

2026 Details (DRAFT)

Office/Projects	Sum of Grants -							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	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	271,488,000	47,285,000	88,086,000	36,714,000	10,622,000	31,050,000	9,652,000	48,079,000
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 Electrification	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	125,000	-	100,000	-	-	-	-	25,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156- Prop 1 Davis County	100,000	-	-	-	-	-	-	100,000
MSP185 - Ogden/Weber State University 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 Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR 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 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	511,000	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,856,000	-	-	-	2,856,000	-	-	-
MSP253 - Mid-Valley Connector	31,715,000	-	21,292,000	-	3,615,000	6,808,000	-	-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	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 - SL Central HQ Office	760,000	-	-	-	-	-	-	760,000
MSP263 - TOD 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

2026 Details (DRAFT)

Office/Projects	Sum of Total		Sum of Grants -				Sum of Local	
	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
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	-	-	7,250,000
MSP271 - MOW Training Yard	1,500,000	-	-	-	-	-	-	1,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000
MSP286 - Utah County Park & Ride Lots	3,200,000	-	2,976,000	-	-	-	-	224,000
MSP287 - 900 East UVX Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	-	-	2,440,000
MSP312 - FrontRunner 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) Charger at Orange Street and Wasatch & 3900 S	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	9,000	-	-	-	-	-	-	9,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Replacements	16,634,000	-	-	16,634,000	-	-	-	-
REV211 - Replacement Buses	16,580,000	-	-	16,480,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Van Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	44,011,000	10,311,000	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	150,000	-	-	-	-	-	-	150,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,000
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	1,000	-	-	-	-	-	-	1,000
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	-	-	-	-	-	-	1,050,000
SGR040 - Light Rail Vehicle Rehab	10,500,000	-	8,400,000	-	-	-	-	2,100,000
SGR047 - LRT Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Commuter Rail 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 and Replacement	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,000,000	-	1,600,000	-	-	-	-	400,000
SGR397 - TPSS Component Replacement	1,000,000	-	800,000	-	-	-	-	200,000
SGR398 - OCS Rehab/Replace	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

2026 Details (DRAFT)

Office/Projects	Sum of Total		Sum of Grants -				Sum of Local		
	Budget-	Rounded	Sum of Bond-	Award Executed-	Sum of Lease-	Sum of State-	Sum of TTIF-	Partner-	Sum of UTA Local-
			Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded
SGR407 - Bus Stop Enhancements	2,590,000		-	-	-	-	-	-	2,590,000
SGR408 - Route End of Line (EOL) Enhancements	1,115,000		-	892,000	-	-	-	-	223,000
SGR409 - System Restrooms	1,555,000		-	-	-	-	-	-	1,555,000
SGR410 - Fiber Rehab/Replacement	700,000		-	560,000	-	-	-	-	140,000
SGR411 - Farmington Station Ped Bridge Repairs	-		-	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,900,000		-	1,520,000	-	-	-	-	380,000
SGR413 - TPSS Building Rehab	100,000		-	80,000	-	-	-	-	20,000
SGR414- Rail Grinding	-		-	-	-	-	-	-	-
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Developme	130,000		-	-	-	-	-	-	130,000
Enterprise Strategy	14,851,000		-	3,200,000	-	-	-	-	11,651,000
ICI001 - Passenger Information	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 - Bus Communications On-Board Technology	-		-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	475,000		-	-	-	-	-	-	475,000
ICI199 - Rail Communication Onboard Tech	-		-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000		-	-	-	-	-	-	500,000
ICI202 - Radio Comm Infrastructure	-		-	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000		-	-	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-		-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000		-	3,200,000	-	-	-	-	800,000
ICI230- Operations System	5,356,000		-	-	-	-	-	-	5,356,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000		-	-	-	-	-	-	145,000
ICI233- Technology Systems- State of Good Repair	175,000		-	-	-	-	-	-	175,000
ICI235 - ERP Phase 2: Procurement	-		-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000		-	-	-	-	-	-	700,000
Executive Director (Safety)	1,485,000		-	-	-	-	-	-	1,485,000
FMA604 - Safety General Projects	120,000		-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	645,000		-	-	-	-	-	-	645,000
FMA658 - Bus Replacement Camera System	620,000		-	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-		-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000		-	-	-	-	-	-	100,000
Finance	32,646,000		-	16,589,000	-	-	-	3,826,000	12,231,000
CDA006 - 5310 Administration Funds All 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 - FFY 2022 UT 2023 SL/WV 5310	100,000		-	69,000	-	-	25,000	-	6,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000		-	200,000	-	-	72,000	-	3,000
MSP278 - FFY 2022 UT02023 O/L 5310	175,000		-	128,000	-	-	44,000	-	3,000

2026 Details (DRAFT)

Office/Projects	Sum of Grants -							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	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
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000	-	20,000	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	105,000	-	105,000	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	5,000	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	-	12,000	-	-	-	3,000	-
MSP302 - FFY 2024 O/L 5310	900,000	-	611,000	-	-	-	240,000	49,000
MSP303 - FFY 2023 O/L 5310	320,000	-	223,000	-	-	-	95,000	2,000
MSP304 - FFY 2023 P/O 5310	450,000	-	332,000	-	-	-	90,000	28,000
MSP305 - FFY 2023 SL/WV 5310	1,303,000	-	885,000	-	-	-	415,000	3,000
MSP306 - FFY 2026 All UZAs 5310	3,360,000	-	2,179,000	-	-	-	1,181,000	-
MSP307 - FFY 2025 All UZAs 5310	3,262,000	-	2,116,000	-	-	-	1,146,000	-
MSP308 - FFY 2024 SL/WV 5310	1,054,000	-	732,000	-	-	-	322,000	-
MSP309 - FFY 2024 P/O 5310	643,000	-	420,000	-	-	-	193,000	30,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
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 Fleet Vehicles	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 JRSC	233,000	-	18,000	-	-	-	-	215,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	5,000	-	-	-	-	-	-	5,000
FMA704 - Floor Restoration Mt.Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	1,600,000	-	-	-	-	-	-	1,600,000
SGR416 - LRV Collision Avoidance System	150,000	-	120,000	-	-	-	-	30,000
SGR417 - LRV 1168 Accident Repairs	1,280,000	-	-	-	-	-	-	1,280,000
People	50,000	-	-	-	-	-	-	50,000
FMA705 - HEP Load Bank for HEP Trainer	50,000	-	-	-	-	-	-	50,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	2,244,000	-	-	-	-	-	-	2,244,000
MSP198 - 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 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-

2026 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -				Sum of Local	
			Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Partner- Rounded	Sum of UTA Local- Rounded
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	-	-	-	-	-	-	11,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	300,000	-	-	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	331,738,000	47,285,000	110,743,000	36,714,000	10,622,000	31,050,000	13,478,000	81,846,000

2027 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -				Sum of Local	
			Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	211,221,000	24,915,000	78,076,000	40,556,000	3,856,000	23,380,000	9,300,000	31,138,000
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 Electrification	-	-	-	-	-	-	-	-
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	1,000,000	-	800,000	-	-	-	-	200,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156- Prop 1 Davis County	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University 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 Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	511,000	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	3,156,000	-	-	-	3,156,000	-	-	-
MSP253 - Mid-Valley Connector	3,681,000	-	-	-	-	3,681,000	-	-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	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 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-

2027 Details (DRAFT)

Office/Projects	Sum of Total		Sum of Grants -				Sum of Local	
	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
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 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) Charger at Orange Street and Wasatch & 3900 S	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Replacements	9,002,000	-	-	9,002,000	-	-	-	-
REV211 - Replacement Buses	24,857,000	-	-	24,757,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Van Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	18,830,000	9,415,000	9,415,000	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	-	-	-	-	-	-	1,000,000
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	21,309,000	-	18,112,000	3,197,000	-	-	-	-
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,200,000	-	-	-	-	-	-	1,200,000
SGR040 - Light Rail Vehicle Rehab	8,919,000	-	7,135,000	-	-	-	-	1,784,000
SGR047 - LRT Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Commuter Rail 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 and Replacement	8,500,000	-	6,800,000	-	-	-	-	1,700,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	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	3,160,000	-	-	-	-	-	-	3,160,000
SGR408 - Route End of Line (EOL) Enhancements	1,600,000	-	1,280,000	-	-	-	-	320,000
SGR409 - System Restrooms	2,656,000	-	-	-	-	-	-	2,656,000
SGR410 - Fiber Rehab/Replacement	682,000	-	546,000	-	-	-	-	136,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-

2027 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -				Sum of Local	
			Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Partner- Rounded	Sum of UTA Local- Rounded
SGR413 - TPSS 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 Developm	-	-	-	-	-	-	-	-
Enterprise Strategy	2,555,000	-	-	-	-	-	-	2,555,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
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 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	150,000	-	-	-	-	-	-	150,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	300,000	-	-	-	-	-	-	300,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230- Operations System	180,000	-	-	-	-	-	-	180,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	100,000	-	-	-	-	-	-	100,000
ICI233- Technology Systems- State of Good Repair	125,000	-	-	-	-	-	-	125,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	843,000	-	-	-	-	-	-	843,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	636,000	-	-	-	-	-	-	636,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	87,000	-	-	-	-	-	-	87,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	10,518,000	-	395,000	-	-	-	-	10,123,000
CDA006 - 5310 Administration Funds All 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 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-

2027 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -				Sum of Local	
			Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Partner- Rounded	Sum of UTA Local- Rounded
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
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 Fleet Vehicles	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 JRSC	1,977,000	-	1,582,000	-	-	-	-	395,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	2,100,000	-	-	-	-	-	-	2,100,000
FMA704 - Floor Restoration Mt.Ogden	939,000	-	-	-	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	600,000	-	-	-	-	-	-	600,000
SGR416 - LRV Collision Avoidance System	2,850,000	-	2,280,000	-	-	-	-	570,000
SGR417 - LRV 1168 Accident Repairs	1,550,000	-	-	-	-	-	-	1,550,000
People	-	-	-	-	-	-	-	-
FMA705 - HEP Load Bank for HEP Trainer	-	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,509,000	-	-	-	-	-	-	1,509,000
MSP198 - 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 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	64,000	-	-	-	-	-	-	64,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	241,974,000	24,915,000	85,090,000	40,556,000	3,856,000	23,380,000	9,300,000	54,877,000

2028 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -				Sum of Local	Sum of UTA
			Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Partner- Rounded	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 Electrification	-	-	-	-	-	-	-	-
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 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	500,000	-	-	-	-	-	500,000	-
MSP156- Prop 1 Davis County	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University 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 Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	10,000	-	-	-	-	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	2,693,000	-	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	2,738,000	2,738,000	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	1,500,000	-	827,000	-	-	673,000	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-

2028 Details (DRAFT)

Office/Projects	Sum of Grants -						Sum of	Sum of UTA
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Local- Partner- Rounded	Local- Rounded
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 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) Charger at Orange Street and Wasatch & 3900 S	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Replacements	8,140,000	-	-	8,140,000	-	-	-	-
REV211 - Replacement Buses	13,888,000	-	-	13,788,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Van Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	68,153,000	49,379,000	18,774,000	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	-	-	-	-	-	-	1,000,000
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	1,000	-	-	-	-	-	-	1,000
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	-	-	-	-	-	-	1,050,000
SGR040 - Light Rail Vehicle Rehab	6,801,000	-	5,441,000	-	-	-	-	1,360,000
SGR047 - LRT Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Commuter Rail 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 and Replacement	20,000,000	-	16,000,000	-	-	-	-	4,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	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	1,572,000	-	-	-	-	-	-	1,572,000
SGR408 - Route End of Line (EOL) Enhancements	585,000	-	468,000	-	-	-	-	117,000
SGR409 - System Restrooms	1,920,000	-	-	-	-	-	-	1,920,000
SGR410 - 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- PCC Replacement Project	-	-	-	-	-	-	-	-
SGR413 - TPSS Building Rehab	-	-	-	-	-	-	-	-
SGR414- Rail Grinding	2,600,000	-	-	-	-	-	-	2,600,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Developm	-	-	-	-	-	-	-	-
Enterprise Strategy	3,435,000	-	-	-	-	-	-	3,435,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
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 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	260,000	-	-	-	-	-	-	260,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	1,600,000	-	-	-	-	-	-	1,600,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230- Operations System	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-	-
ICI233- Technology Systems- State of Good Repair	175,000	-	-	-	-	-	-	175,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	907,000	-	-	-	-	-	-	907,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	500,000	-	-	-	-	-	-	500,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	287,000	-	-	-	-	-	-	287,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	10,445,000	-	405,000	-	-	-	-	10,040,000
CDA006 - 5310 Administration Funds All 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 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-

2028 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -				Sum of	Sum of UTA
			Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Local Partner- Rounded	Local- Rounded
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
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 Fleet Vehicles	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 JRSC	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	-	-	-	-	-	-	-	-
FMA704 - Floor Restoration Mt.Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-	-
SGR416 - LRV Collision Avoidance System	5,850,000	-	4,680,000	-	-	-	-	1,170,000
SGR417 - LRV 1168 Accident Repairs	145,000	-	-	-	-	-	-	145,000
People	-	-	-	-	-	-	-	-
FMA705 - HEP Load Bank for HEP Trainer	-	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,520,000	-	-	-	-	-	-	1,520,000
MSP198 - 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 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	75,000	-	-	-	-	-	-	75,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	-	-	-	-	-
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 -				Sum of TTIF- Rounded	Sum of	Sum of UTA
			Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Partner- Rounded		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 Electrification	-	-	-	-	-	-	-	-	
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 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000	
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-	
MSP156- Prop 1 Davis County	-	-	-	-	-	-	-	-	
MSP185 - Ogden/Weber State University 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 Max EXP\Optimization	-	-	-	-	-	-	-	-	
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-	
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-	-	
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-	
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-	
MSP229 - Bus Stop Improvements & Signing in SL County	10,000	-	-	-	-	-	-	10,000	
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000	
MSP252 - FrontRunner 2X	2,693,000	-	-	-	2,693,000	-	-	-	
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-	-	
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000	-	-	-	
MSP255 - Central Corridor	-	-	-	-	-	-	-	-	
MSP258 - Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-	
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-	
MSP260 - 5600 West Bus Route	-	-	-	-	-	-	-	-	
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-	
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000	
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-	
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000	
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-	
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-	

2029 Details (DRAFT)

Office/Projects	Sum of Grants -						Sum of	Sum of UTA
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Local Partner- Rounded	Local- Rounded
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 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) Charger at Orange Street and Wasatch & 3900 S	11,000	-	-	-	-	-	-	11,000
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	11,000	-	-	-	-	-	-	11,000
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,500,000	-	-	2,500,000	-	-	-	-
REV209 - Paratransit Replacements	-	-	-	-	-	-	-	-
REV211 - Replacement Buses	25,640,000	-	-	25,540,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Van Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	40,697,000	40,697,000	-	-	-	-	-	-
REV241 - NRW Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	-	-	-	-	-	-	1,000,000
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	3,406,000	-	-	-	-	-	-	3,406,000
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	-	-	-	-	-	-	-	-
SGR040 - Light Rail Vehicle Rehab	3,661,000	-	2,929,000	-	-	-	-	732,000
SGR047 - LRT Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Commuter Rail 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 and Replacement	15,000,000	-	12,000,000	-	-	-	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	5,000,000	-	4,000,000	-	-	-	-	1,000,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	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	1,565,000	-	-	-	-	-	-	1,565,000
SGR408 - Route End of Line (EOL) Enhancements	585,000	-	468,000	-	-	-	-	117,000
SGR409 - System Restrooms	1,885,000	-	-	-	-	-	-	1,885,000
SGR410 - Fiber Rehab/Replacement	690,000	-	552,000	-	-	-	-	138,000

2029 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -				Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
			Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
SGR413 - TPSS Building Rehab	-	-	-	-	-	-	-	-
SGR414- Rail Grinding	1,300,000	-	-	-	-	-	-	1,300,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Developm	-	-	-	-	-	-	-	-
Enterprise Strategy	2,875,000	-	-	-	-	-	-	2,875,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
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 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	495,000	-	-	-	-	-	-	495,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	880,000	-	-	-	-	-	-	880,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230- Operations System	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-	-
ICI233- Technology Systems- State of Good Repair	150,000	-	-	-	-	-	-	150,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	1,007,000	-	-	-	-	-	-	1,007,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	600,000	-	-	-	-	-	-	600,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	287,000	-	-	-	-	-	-	287,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	10,484,000	-	415,000	-	-	-	-	10,069,000
CDA006 - 5310 Administration Funds All Years	352,000	-	352,000	-	-	-	-	-
FMA686 - Warehouse Equipment 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 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-

2029 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -				Sum of	Sum of UTA
			Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Local Partner- Rounded	Local- Rounded
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
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 Fleet Vehicles	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 JRSC	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	-	-	-	-	-	-	-	-
FMA704 - Floor Restoration Mt.Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-	-
SGR416 - LRV Collision Avoidance System	5,700,000	-	4,560,000	-	-	-	-	1,140,000
SGR417 - LRV 1168 Accident Repairs	-	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-	-
FMA705 - HEP Load Bank for HEP Trainer	-	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000
MSP198 - 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 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	-	-	-	-	-	-	-	-
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	-	-	-	-	-
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 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		
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 Electrification	-	-	-	-	-	-	-	-
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 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-
MSP156- Prop 1 Davis County	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University 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 Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	2,102,000	-	-	-	-	2,102,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	10,000	-	-	-	-	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	-	-	-	-	-	-	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD 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 - MOW Training Yard	-	-	-	-	-	-	-	-	
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-	
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-	
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-	
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-	
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000	
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-	
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-	
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-	
MSP312 - FrontRunner 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) Charger at Orange Street and Wasatch & 3900 S	87,000	-	-	-	-	-	-	87,000	
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	94,000	-	-	-	-	-	-	94,000	
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	-	-	-	-	-	-	-	-	
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-	
REV209 - Paratransit Replacements	-	-	-	-	-	-	-	-	
REV211 - Replacement Buses	22,861,000	-	-	22,761,000	-	-	-	100,000	
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000	
REV232 - Van Pool Van Replacements	1,600,000	-	-	1,600,000	-	-	-	-	
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-	
REV238 - SD100/SD160 Light Rail Vehicle Replacement	4,690,000	4,690,000	-	-	-	-	-	-	
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000	
REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	-	-	-	-	-	-	1,000,000	
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	-	-	-	-	-	-	-	-	
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	-	-	-	-	-	-	
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	-	-	-	-	-	-	-	-	
SGR040 - Light Rail Vehicle Rehab	2,000,000	-	1,600,000	-	-	-	-	400,000	
SGR047 - LRT Stray Current Control	500,000	-	-	-	-	-	-	500,000	
SGR353 - Commuter Rail 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 and Replacement	15,000,000	-	12,000,000	-	-	-	-	3,000,000	
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000	
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-	
SGR398 - OCS Rehab/Replace	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	1,818,000	-	-	-	-	-	-	1,818,000	
SGR408 - Route 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 - System Restrooms	1,885,000	-	-	-	-	-	1,885,000	
SGR410 - Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	140,000	
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	
SGR413 - TPSS 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 Information	-	-	-	-	-	-	-	
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 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	550,000	-	-	-	-	-	550,000	
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	
ICI201 - Server, Storage Infrastructure Equipment & Software	1,100,000	-	-	-	-	-	1,100,000	
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	
ICI214 - APC Upgrade	-	-	-	-	-	-	-	
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	
ICI226 - Radio Communication System	-	-	-	-	-	-	-	
ICI230- Operations System	-	-	-	-	-	-	-	
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-	
ICI233- Technology Systems- State of Good Repair	150,000	-	-	-	-	-	150,000	
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	700,000	
Executive Director (Safety)	770,000	-	-	-	-	-	770,000	
FMA604 - Safety General Projects	120,000	-	-	-	-	-	120,000	
FMA645 - Camera Sustainability	650,000	-	-	-	-	-	650,000	
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	
Finance	10,395,000	-	370,000	-	-	-	10,025,000	
CDA006 - 5310 Administration Funds All 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 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	

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		
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
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 Fleet Vehicles	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 JRSC	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	-	-	-	-	-	-	-	-
FMA704 - Floor Restoration Mt.Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-	-
SGR416 - LRV Collision Avoidance System	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR417 - LRV 1168 Accident Repairs	-	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-	-
FMA705 - HEP Load Bank for HEP Trainer	-	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000
MSP198 - 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 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	-	-	-	-	-	-	-	-
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	-	-	-	-	-
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



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 9/24/2025

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
Dan Hofer, Director, Capital Program & Support

TITLE:

Tentative 2026 Operating and Capital Budget

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

Each year the Authority is required to prepare an operating and capital budget for the succeeding year in accordance with the provisions of the Special Districts Act (§17B-1-702), the Public Transit District Act (§17B-2a-8), and Board Policy 2.3 Budget.

The Executive Director has prepared a 2026 Tentative Budget for the Board of Trustees' consideration and approval. The proposed budget was developed following consultation with the Board during Budget Work Sessions held on August 11-12 and August 14, 2025. Recordings and materials from those meetings are available on UTA's Public Meeting Portal that can be accessed at www.rideuta.com <<http://www.rideuta.com>>

DISCUSSION:

Over the first half of 2025, UTA staff reviewed 2025 program delivery, current operating environment including economic conditions, revenue projections, and the organization's strategic plan to support near and long-term public transportation needs in the region.

Using 2025 existing operating budgets as a starting point, the organization updated inflationary assumptions for labor, fuel and other expenses, eliminated one-time 2025 costs, and annualized the cost of mid-year

budget adjustments (August 2025 service changes, technical budget adjustments, etc.). The resulting 2026 base budget or budget target was developed at the department and object of expenditure levels.

Aligning to the strategic plan, the organization built on the base budget with the selection of prioritized initiatives focused on:

- Quality of Life
- Customer Experience
- Organizational Excellence
- Community Support
- Economic Return

Simultaneously, the capital program development process reviewed the existing 5-year Capital Plan, held a call for new projects, and prioritized the resulting list to select projects for consideration, culminating in a new Draft 2026-2030 5-year Capital Plan.

In August 2025, Budget Work Sessions were held during which the Board of Trustees reviewed 2025 capital program delivery, discussed 2026-2030 assumptions, and staff previewed existing projects and new projects being considered for inclusion in the 5-year Capital Plan.

An overview of the proposed Tentative 2026 Budget will be presented at this meeting, and a resolution to adopt the 2026 Tentative Budget will be presented at the Board's next meeting on October 8, 2025. Stakeholder and public feedback opportunities will commence thereafter, with (1) a public comment period from October 8 - November 7, (2) a public hearing to be held on October 30, and (3) consultation with the Authority's Local Advisory Council scheduled for November 5. A final 2026 Budget will then be prepared for the Board's consideration in December.

Summary information about the 2026 Tentative Budget is provided in the attachments. Additional detail will be provided in the budget documentation that will be included in the agenda packet for the Board's October 8, 2025, meeting.

ALTERNATIVES:

The Board may direct staff to provide revisions to the proposed Tentative Budget that will be presented for adoption on October 8, 2025.

FISCAL IMPACT:

The proposed 2026 Tentative Budget and supporting 5-year Capital Plan are financially constrained with all required reserves fully funded.

ATTACHMENTS:

2026 Exhibit A

2026 Exhibit A-1

2026 Exhibit A-2

2026 Exhibit A-3

UTAH TRANSIT AUTHORITY
2026 TENTATIVE OPERATING BUDGET
September 24, 2025

Exhibit A

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

UTAH TRANSIT AUTHORITY
2026 TENTATIVE CAPITAL BUDGET
September 24, 2025

Exhibit A-1

<u>Funding Sources</u>	<u>2026 Budget</u>
1 UTA Current Year Funding	\$ 81,846,000
2 Grants	110,743,000
3 Local Partner Contributions	13,478,000
4 State Contribution	41,672,000
5 Leasing	36,714,000
6 Bonds	47,285,000
7 Total Funding Sources	331,738,000
<u>Expense</u>	
8 State of Good Repair	196,425,000
9 Mid-Valley Connector	31,715,000
10 S-Line Extension	30,086,000
11 Operations System	5,356,000
12 (Grant Dependent) Davis-SLC Community Connector	5,000,000
13 HB322 Future Rail Car Purchase Payment	5,000,000
14 Other Capital Projects	58,156,000
15 Total Expense	\$ 331,738,000

UTAH TRANSIT AUTHORITY
2026 TENTATIVE OPERATING BUDGET
September 24, 2025

Exhibit A-2

<u>Revenue</u>		<u>2026 Budget</u>	
1	Sales Tax	\$	516,541,000
2	Federal Preventative Maintenance		96,548,000
3	Passenger Revenue		40,887,000
4	Advertising		2,172,000
5	Investment Income		14,384,000
6	Other Revenues		14,867,000
7	Total Revenue		\$ 685,399,000
 <u>Operating Expense</u>			<u>FTE</u>
9	Board of Trustees	\$	3,794,000 16.5
10	Executive Director		7,790,000 35.7
11	Communications		5,230,000 19.0
12	Operations		355,208,000 2,453.2
13	Finance		19,636,000 118.0
14	Service Development		8,383,000 64.5
15	Planning & Engagement		29,691,000 106.1
16	Enterprise Strategy		34,800,000 133.0
17	People Office		13,994,000 105.8
18	Non-Departmental		8,997,000 -
19	Total Operating		487,523,000 3,051.7
20	Debt Service		176,550,000
21	Contribution to Reserves		12,738,000
22	Transfer to/(from) UTA Fund Balance		8,588,000
23	Total Operating Budget		\$ 685,399,000 3,051.7

UTAH TRANSIT AUTHORITY
2026 TENTATIVE OPERATING BUDGET
September 24, 2025

Exhibit A-3

<u>Revenue</u>		<u>2026 Budget</u>	
1	Sales Tax	\$ 516,541,000	
2	Federal Preventative Maintenance	96,548,000	
3	Passenger Revenue	40,887,000	
4	Advertising	2,172,000	
5	Investment Income	14,384,000	
6	Other Revenues	14,867,000	
7	Total Revenue	685,399,000	
<u>Operating Expense</u>		<u>FTE</u>	
8	Bus	162,892,000	1,300.5
9	Commuter Rail	36,317,000	208.5
10	Light Rail	66,015,000	467.0
11	Paratransit	33,364,000	214.0
12	Rideshare/Vanpool	4,563,000	11.0
13	Microtransit	17,968,000	5.5
14	Operations Support	75,498,000	512.2
15	Administration	66,846,000	226.2
16	Planning/Capital Support	15,063,000	106.8
17	Non-Departmental	8,997,000	-
18	Total Operating	487,523,000	3,051.7
<u>Debt Service, Contribution to Reserves, and Transfer to Capital</u>			
19	Principal and Interest	173,176,000	-
20	Bond Service Utah County for UVX BRT program	3,374,000	-
21	Contribution to Reserves	12,738,000	-
22	Transfer to/(from) UTA Fund Balance	8,588,000	-
23	Total Debt Service, Reserves, Transfers	197,876,000	-
24	Total Operating Budget	\$ 685,399,000	3,051.7