



Utah Transit Authority

Board of Trustees

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, May 13, 2026

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 the April 22, 2026, Board of Trustees Meeting Minutes
 - b. Quarterly Disbursement Report - Vehicle Parts Inventory Vendors - Q1 2026
 - c. Quarterly Disbursement Report - Non-Inventory Vendors - Q1 2026
6. **Reports**
 - a. Executive Director Report Jay Fox
 - Continuous Improvement Excellence Award - Timpanogos & Central Maintenance
 - UTA Award - Best Public Awareness Strategy for "Trains Don't Swerve" Series
 - b. Strategic Plan Minute: Customer Experience - S-Line Extension Phase 2 Jay Fox
 - c. Financial Report - March 2026 Viola Miller
Brian Reeves
Brad Armstrong
 - d. Investment Report - First Quarter 2026 Viola Miller
Brian Reeves

- e. UDOT Property Acquisition Report - Q1 2026
Paul Drake
Spencer Burgoyne

7. Resolutions

- a. R2026-05-01 - Resolution Accepting the Conveyance of UDOT Parcel 123:Z for the Sharp/Tintic Connection Project
Jon Larsen
Paul Drake

8. Budget and Other Approvals

- a. International Travel to Valencia, Spain and Basel, Switzerland for Light Rail Vehicle Manufacturing Inspections
Jon Larsen
Kyle Stockley

9. Contracts, Disbursements and Grants

- a. Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-009: Yellowstone Interlocking Construction (Stacy and Witbeck, Inc.)
David Osborn
- b. Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-010: Union Interlocking Construction (Stacy and Witbeck, Inc.)
David Osborn
- c. Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-011: 2100 South Grade Crossing Replacement (Stacy and Witbeck, Inc.)
David Osborn
- d. Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-012: 2026 FrontRunner and TRAX Tamping (Stacy and Witbeck, Inc.)
David Osborn

10. Service and Fare Approvals

- a. Fare Agreement: Special Events Agreement for Western Stampede Rodeo (City of West Jordan)
Brian Reeves
Jordan Eves

11. Other Business

Chair Carlton Christensen

- a. Next Meeting: Wednesday, May 27, 2026, at 9:00 a.m.

12. Closed Session

Chair Carlton Christensen

- a. Strategy Session to Discuss Topics as Defined in Utah Code 52-4-205 (1):
- Pending or Reasonably Imminent Litigation

13. Open Session

Chair Carlton Christensen

14. 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_05-13-26 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, May 12th, 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: 5/13/2026

TO: Board of Trustees
FROM: Curtis Haring, Board Manager
PRESENTER(S): Chair Carlton Christensen

TITLE:

Approval of the April 22, 2026, Board of Trustees Meeting Minutes

AGENDA ITEM TYPE:

Minutes

RECOMMENDATION:

Approve the minutes of the April 22, 2026, 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, April 22, 2026, 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/1057985.html) <<https://www.utah.gov/pm/sitemap/notice/1057985.html>> video feed is available through the [UTA Public Meeting Portal](https://rideuta.granicus.com/player/clip/447) <<https://rideuta.granicus.com/player/clip/447>>.

ATTACHMENTS:

- 2026-04-22_BOT_Minutes_Unapproved



Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, April 22, 2026

9:00 AM

FrontLines Headquarters

Present: Chair Carlton Christensen
Trustee Jeff Acerson
Trustee Beth Holbrook

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:00 a.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Nichol Bourdeaux, UTA Chief Planning & Engagement Officer, delivered a brief safety message.

4. Public Comment

(To view public comment in its entirety, see the meeting video located at https://rideuta.granicus.com/player/clip/447?meta_id=75492.)

In Person/Virtual Comment

In person comment was given by Michael Kroll.

Kroll expressed a desire for expanded bus service, particularly in the Salt Lake City service area, and recommended the CS1 terminus be relocated to the Murray Central Station.

Online Comment

No online comment was received.

5. Consent

- a. **Approval of the April 8, 2026, Board of Trustees Meeting Minutes**
- b. **UTA Policy - 2026 Policy Adoptions and Revisions**

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

6. Reports

- a. **Executive Director Report**
 - **UTA Employee Memorials - Ivan Johnson & Karissa Shaw**
 - **UTA Hosts 2026 APTA Mobility**

UTA Employee Memorials - Ivan Johnson & Karissa Shaw

Kim Shanklin, UTA Chief of Staff, memorialized two UTA employees, Ivan Johnson, UTA Operations Supervisor, and Karissa Shaw, UTA Parts Clerk, who passed away recently.

UTA Hosts 2026 APTA Mobility

Kim Shanklin reported UTA will be hosting the American Public Transportation Association (APTA) International Bus Rodeo and Mobility Conference in May 2026, providing highlights for the rodeo, conference, tours, and UTA-involved sessions.

- b. **Strategic Plan Minute: Community Support - Fixed-Route Maintenance Shop Tours**

Kim Shanklin provided an overview of a cross-organizational training initiative led by the UTA maintenance teams to provide visibility to their work, create shared learning opportunities, strengthen accountability for service delivery, and encourage continuous improvement.

7. Resolutions

- a. **R2026-04-03 - Resolution Authorizing Execution of an Interlocal Cooperation Agreement with Davis County for Davis-Salt Lake City Community Connector Project Funding**

Patti Garver, UTA Manager of Environmental Compliance & Sustainability, summarized the resolution, which authorizes the execution of an interlocal cooperation agreement with Davis County for Davis-Salt Lake City Community Connector project funding. The agreement allocates \$6 million in Davis County 3rd quarter funds to UTA to advance the project.

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: Chair Christensen, Trustee Acerson, and Trustee Holbrook

b. R2026-04-04 - Resolution Authorizing an Interlocal Cooperation Agreement with Willard City Regarding Sales and Use Tax Revenues

Viola Miller, UTA Chief Financial Officer, was joined by David Wilkins, Assistant Attorney General.

Staff summarized the resolution, which authorizes the execution of an interlocal cooperation agreement with Willard City, which:

- Facilitates and directs the transfer of 1st quarter tax funds and the Willard City portion of 4th quarter tax funds to UTA through the Utah State Tax Commission
- Acknowledges Willard City's repeal of the 2nd quarter tax through the adoption of Ordinance 2024-04 on April 11, 2024
- Provides for the termination of the 2008 interlocal cooperation agreement between UTA and Willard City and releases both parties from any remaining obligations under that agreement
- Releases the parties from any claims or losses from the enactment, repeal, and reinstatement of the 1st quarter tax

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

Aye: Chair Christensen, Trustee Acerson, and Trustee Holbrook

8. Contracts, Disbursements and Grants

a. Contract: Employee Paid Supplemental Insurance Plan (Voya Financial, Inc.)

Ann Green-Barton, UTA Chief People Officer, was joined by JD Tazoi, UTA Director of Total Rewards.

Staff requested the board approve an \$864,000 agreement with Voya Financial, Inc. for employee-paid supplemental insurance for the plan year beginning May 1, 2026, through April 30, 2027.

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: Police Vehicle Replacements (Young Automotive Group)

John Morrow, UTA Police Lieutenant, requested the board approve an \$837,152 contract with Young Automotive Group for the purchase of 16 new police patrol vehicles.

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

c. Contract: Police Vehicle Upfitting (Vehicle Lighting Solutions)

John Morrow requested the board approve a \$279,886.81 contract with Vehicle Lighting Solutions for upfitting 16 new police patrol vehicles with emergency equipment and lighting.

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: FAREPAY Card Purchases (Paragon ID)

Monica Howe, UTA Fares Director, requested the board approve a contract with Paragon ID for the purchase of FAREPAY cards. The contract has a base term of three years with two one-year extensions. The total not-to-exceed contract value is \$716,720.

Discussion ensued during which Howe indicated the fare media would remain the same as the media previously available for purchase.

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

e. Contract: Network Equipment Replacement (CVE Technologies Group, Inc.)

Kyle Brimley, UTA IT Director, was joined by Tom Smith, UTA IT Network Support Manager.

Staff requested the board approve a not-to-exceed \$796,506.26 contract with CVE Technologies Group, Inc. for the replacement of 117 network devices deployed across multiple UTA facilities.

Discussion ensued. A question on the equipment age was posed by the board and answered by staff.

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

f. Contract: Mt. Ogden Administration Building Construction (Big-D Construction)

David Osborn, UTA Acting Director of Capital Design & Construction requested the board approve a \$13,746,913 contract with Big-D Construction for the construction of a new administration building, bus parking, and bus canopy on the Mt. Ogden UTA campus.

Discussion ensued related to future plans for the existing facility.

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

g. Contract: Compressed Natural Gas Fueling Building Expansion (Calvin L. Wadsworth Construction Company, LLC)

David Osborn was joined by Ethan Ray, UTA Project Manager II.

Staff requested the board approve a \$3,188,158 contract with Calvin L. Wadsworth Construction Company, LLC to expand the compressed natural gas (CNG) fueling capacity the Depot District facility.

Discussion ensued. Questions on access to the CNG supply line and the status of deliveries for new CNG buses were posed by the board and answered by staff.

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

h. Contract: Above Ground Storage Tanks Product Line Replacement (Spackman Enterprises LLC)

David Osborn requested the board approve a \$294,865 contract with Spackman Enterprises LLC to replace underground product lines at the Riverside facility. The new lines will be compliant with current regulations.

Discussion ensued. A question on existing line and tank access during construction was posed by the board and answered by Osborn.

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

i. Contract: Paratransit Vehicles for Special Services (Model 1)

Jesse Rogers, UTA Bus Vehicle Procurement Project Manager, requested the board approve a \$9,618,875 contract with Model 1 for the purchase of 35 low-floor paratransit/flex route buses.

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

j. Contract: 2026 Rideshare Van Order (Tony Divino Toyota)

Jesse Rogers requested the board approve a \$397,520 contract with Tony Divino Toyota for the purchase of 10 Rideshare minivans.

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

k. Contract: UTA Moves 2055 - Long-Range Transit Plan Consulting Services (Parametrix Consult, Inc.)

Jaron Robertson, UTA Director of Planning, requested the board approve a \$699,921 revised contract with Parametrix Consult, Inc. for long-range transit plan (LRTP) consulting services.

This revised contract replaces the full original contract approved by the board on February 25, 2026. Robertson requested the board rescind the previously approved contract.

Discussion ensued related to metropolitan planning organization (MPO) feedback.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that the contract with Parametrix Consult, Inc. that was previously approved on February 25, 2026, be rescinded, and the revised contract discussed in this meeting be approved. The motion carried by a unanimous vote.

i. Change Order: On Call Systems Services Contract Task Order #26-007- Yellowstone Switch Install (Rocky Mountain Systems Services)

Dean Hansen, UTA Manager of Systems Engineering, requested the board approve a \$287,730 change order to the on-call contract with Rocky Mountain Systems Services to replace aging switch machines at the Yellowstone interlocking on the TRAX alignment. The total contract value, including the change order, is \$19,981,492.97.

Discussion ensued. A question on interlocking name selection was posed by the board and answered by Hansen.

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

m. Change Order: On Demand Technologies Master Service Agreement Service Order No. 9 - Adding North Utah County Service Area (River North Transit, LLC / Via)

Hal Johnson, UTA Director of Innovative Mobility Solutions, was joined by Shaina Quinn, UTA Program Manager - Innovative Mobility Solutions.

Staff requested the board approve a not-to-exceed \$3,463,509 service order to the contract with River North Transit, LLC / Via for microtransit service in northern Utah County. The total contract value, including the service order, is \$60,121,578.

Discussion ensued. A question on the status of the agreement with the Utah Department of Transportation related to this service was posed by the board and answered by staff.

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

n. Pre-Procurements

- **Facility Strategic Plan: Electrical Systems Remediation**
- **Bombardier Bi-level HVAC Unit Overhaul and Modernization**

Todd Mills, UTA Director of Supply Chain, was joined by Robert Balsamo, UTA Rail Overhaul Project Manager, and Sean Murphy, UTA Facility Development Supervisor.

Mills indicated the agency intends to procure the goods and/or services outlined on the meeting agenda.

Discussion ensued. Questions on the scope of electrical systems remediation, number of cars receiving HVAC units, lifespan of replacements, and vehicle overhaul rotation were posed by the board and answered by staff.

9. Service and Fare Approvals

a. **Sponsored Service: Trolley Bus Service Agreement Amendment No. 2 - (Ogden City Corporation)**

Jaron Robertson requested the board approve Amendment No. 2 to the trolley bus service agreement with Ogden City Corporation to extend the terms of the agreement through UTA's spring 2028 Change Day.

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

b. **Fare Agreement: Special Events Agreement for Ogden Twilight Concert Series (Ogden Twilight LLC)**

Monica Howe requested the board approve a \$14,691 revenue agreement with Ogden Twilight LLC for ticket-as-fare to the Ogden Twilight Concert Series.

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

c. **Fare Agreement: Special Events Agreement for Salt Lake Twilight Concert Series (Sartain and Saunders, LLC)**

Monica Howe requested the board approve an \$8,175 revenue agreement with Sartain and Saunders, LLC for ticket-as-fare to the Salt Lake Twilight Concert Series.

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

d. **Complimentary Fare: Transit Passes for 2026 APTA Bus Roadeo and Mobility Conference**

Monica Howe was joined by Katie Morrison, UTA Communications Director, and Gavin Gustafson, UTA Senior Public Information Officer.

Staff requested the board approve the issuance of 2,700 complimentary one-day transit passes for attendees of the APTA International Bus Roadeo and Mobility Conference, which is being held in Salt Lake City from May 14, 2026, through May 20, 2026. The passes have an estimated value of \$27,000.

Discussion ensued. A question on the one-day pass duration was posed by the board

and answered by staff.

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

e. **Complimentary Fare: Transit Passes for UTA Local Advisory Council Members through December 2026**

Jana Ostler, UTA Director of Board Governance, requested the board approve the extension of complimentary transit passes issued to UTA Local Advisory Council (LAC) members, alternates, and qualifying dependents through December 31, 2026. The passes have an estimated value of \$29,580.

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

10. Discussion Items

a. **Next Generation Fare Collection System Update**

Brian Reeves, UTA Associate Chief Financial Officer, was joined by Kensey Kunkel, UTA Special Project Manager - Fares, and Nick Halden, with Scheidt & Bachmann.

Staff provided an update on the next generation (“nextgen”) fare collection system project, including progress by phase and anticipated schedule.

Discussion ensued. Questions on bus validator installation, number of station validators, advantages to riders, rider education efforts, mobile wallet “card” management fees, availability of a validation hierarchy, general installation process, and communications plans were posed by the board and answered by staff.

11. Other Business

- a. Next Meeting: Wednesday, May 13, 2026 at 9:00 a.m.

12. Closed Session

a. **Strategy Session to Discuss Topics as Defined in Utah Code 52-4-205 (1):**
- **Pending or reasonably imminent litigation**

Chair Christensen indicated there were matters to be discussed in closed session related to pending or reasonably imminent litigation. A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, for a closed session. The motion carried by a unanimous vote.

Chair Christensen called for a recess at 10:45 a.m.

The meeting convened in closed session at 10:55 a.m.

13. Open Session

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to return to open session. The motion carried by a unanimous vote and the meeting reconvened in open session at 11:41 a.m.

14. 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 was adjourned at 11:42 a.m.

Transcribed by Cathie Griffiths
Board Administration Manager
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at <https://www.utah.gov/pmn/sitemap/notice/1057985.html> for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at <https://rideuta.granicus.com/player/clip/447>.

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

Approved Date:

Carlton J. Christensen
Chair, Board of Trustees



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

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

TITLE:

Quarterly Disbursement Report - Vehicle Parts Inventory Vendors - Q1 2026

AGENDA ITEM TYPE:
Report

RECOMMENDATION:

Review the parts supplier spend information by transit mode for YTD Q1 2026 as compared against disbursement authorization given by resolution.

BACKGROUND:

Resolution R2025-12-05 was approved by the Board of Trustees granting the purchasing authority and related disbursements to vehicle parts vendors in 2026 up to the amounts below:

- **Bus parts - up to \$10,000,000**
- **Light Rail Vehicle parts - up to \$11,000,000**
- **Commuter Rail Vehicle parts - up to \$5,700,000**

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

DISCUSSION:

Attached is the YTD Q1 parts expenditure totals by mode. Additionally, the top 5 vendors spend for each

transit mode are individually identified.

YTD Q1 2026 expenditure compared to the authorized amount in R2025-12-05 was:

- **Bus Parts** - \$1,714,258 Year-to-date expenditure compared to \$10,000,000 annual authorization.
 - **Light Rail Vehicle Parts** - \$1,878,883 Year-to-date expenditure compared to \$11,000,000 annual authorization.
 - **Commuter Rail Vehicle Parts** - \$875,421 Year-to-date expenditure compared to \$5,700,000 annual authorization.
 - **All Parts Total Spend** - \$4,468,562 Year-to-date expenditure compared to \$26,700,000 annual authorization.
-

ALTERNATIVES:

N/A

FISCAL IMPACT:

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

ATTACHMENTS:

Quarterly Disbursement Report - Vehicle Parts Inventory Vendors - YTD Q1 2026

Quarterly Disbursement Report

Vehicle Parts Inventory Vendors – YTD Q1 2026

1. Bus parts:

- a. Resolution R2025-12-05 authorized Bus vehicle parts purchases and disbursements in 2026 for up to \$10,000,000. The YTD Q1 actual expenditure for bus parts was \$1,714,258.
- b. Top five vendors in YTD Q1 2026 were:
 - i. \$341,164 – Gillig Corporation
 - ii. \$509,065 – Jackson Group Peterbilt
 - iii. \$248,132 – Cummins Sales & Service
 - iv. \$175,079 – The Aftermarket Parts Co. (New Flyer)
 - v. \$96,600 – Rocky Mtn. Lifts & Equip.

2. Light Rail parts:

- a. Resolution R2025-12-05 authorized Light Rail vehicle parts purchases and disbursements in 2026 for up to \$11,000,000. The YTD Q1 actual expenditure was \$1,878,883
- b. Top five vendors in YTD Q1 2026 were:
 - i. \$396,864 – Penn Machine Co.
 - ii. \$259,103 – Dellner Couplers Inc
 - iii. \$137,972 – Siemens Mobility
 - iv. \$95,870 – Schunk Carbon Technology
 - v. \$88,852 – Voith US Inc.

3. Commuter Rail parts:

- a. Resolution R2025-12-05 authorized Commuter Rail vehicle parts purchases and disbursements in 2026 for up to \$5,700,000. The YTD Q1 actual expenditure was \$875,421.
- b. The top five vendors in YTD Q1 2026 were:
 - i. \$288,759 – Wabtec Passenger Transit
 - ii. \$172,911 – L & S Electric
 - iii. \$142,707 – Western Rail
 - iv. \$63,319 – ORX
 - v. \$34,524 – Alstom Mass Transit Corp



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

TO: Board of Trustees
FROM: Viola Miller, CFO
PRESENTER(S): Eric Barrett, Deputy Comptroller

TITLE:
Quarterly Disbursement Report - Non-Inventory Vendors - Q1 2026

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Review Report for Disbursements to Non-Inventory Vendors during Q1 2026

BACKGROUND:
The Board approved resolution R2025-12-04 authorizing disbursements for non-inventory vendor payments in 2026. The resolution requires a quarterly report to the Board on non-inventory disbursements.

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

FISCAL IMPACT:
None

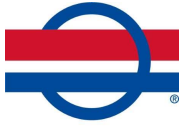
ATTACHMENTS:

- Quarterly Disbursement Report - Non-Inventory Vendors - Q1 2026

Quarterly Disbursement Report – Non-Inventory Vendors – Q1 2026

The Board approved resolution R2025-12-04 authorizing disbursements for non-inventory payments in 2026. The resolution also requires a quarterly report to the Board on non-inventory disbursements. This quarterly report for quarter one 2026 shows the disbursement amounts for the non-Inventory vendors for amounts greater than \$250,000. This is the first quarterly report for the 2026 fiscal year. All vendors are well below their Not to Exceed amounts. The Utah County Bonds are semiannual payments due in May and November.

Type	Vendor Name	Purpose	2026 Not to Exceed	Expenditures as of 03/31/2026
Payroll	Department of the Treasury	Payroll Taxes	\$54,244,869	\$12,207,255
Payroll	UTA/ATU JOINT INSURANCE TRUST	Health Insurance (Collective Bargaining)	\$36,900,022	\$6,460,320
Payroll	OFFICE OF RECOVERY SERVICES	Utah State Child Support	\$483,120	\$128,229
Payroll	AMALGAMATED TRANSIT UNION	Union Dues for Employees	\$1,002,956	\$189,740
Payroll	UTAH ST TAX (WITHHOLDING ONLY)	Payroll Taxes	\$11,341,348	\$2,101,656
Payroll	VANTAGEPOINT TRANSFER AGENTS -	457 Plans	\$10,088,453	\$3,116,939
Payroll	Cambridge Associates, LLC.	Pension Contribution	\$36,857,538	\$8,055,680
Payroll	MUTUAL OF AMERICA LIFE INS.	457 Plans	\$7,524,296	\$2,296,212
Payroll	Utah-Idaho Teamsters Security	Health and Dental Insurance Premiums and Union Dues for Employees	\$763,492	\$220,500
Debt	Utah County Government	4th Quarter Cent Sales Tax Agreement with Utah County	\$3,373,588	\$0
Government	Utah Attorney General's Office	Legal Services	\$2,143,500	\$384,102
Utility	AT&T ++	Cellular Connection to Buses	\$599,146	\$27,494
Utility	CENTURY LINK (QWEST) +++	Internet Connection	\$516,422	\$26,706
Utility	Salt Lake City Corp	Electric, Water, and Sewer	\$414,301	\$53,928
Utility	MURRAY CITY UTILITIES	Electric, Water, and Sewer	\$670,222	\$126,357
Utility	FirstNet	Cellular Phone Contract	\$1,149,744	\$139,780
Utility	ROCKY MOUNTAIN POWER	Electricity	\$10,319,114	\$2,890,231
Utility	Enbridge Gas Utah (Dominion Energy/Questar)	Natural Gas	\$2,820,354	\$522,557



U T A

Utah Transit Authority

669 West 200 South
Salt Lake City, UT 84101

MEETING MEMO

Board of Trustees

Date: 5/13/2026

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

TITLE:

Executive Director Report

- Continuous Improvement Excellence Award - Timpanogos & Central Maintenance
- UTA Award - Best Public Awareness Strategy for "Trains Don't Swerve" Series

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

DISCUSSION:

Jay Fox, Executive Director, will provide a report on the following:

- Continuous Improvement Excellence Award - Timpanogos & Central Maintenance (Susan Scadden)
- UTA Award - Best Public Awareness Strategy for "Trains Don't Swerve" Series



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

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

TITLE:
Strategic Plan Minute: Customer Experience - S-Line Extension Phase 2

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 plan minute highlights our Customer Experience strategic priority. The Capital Service Office owns this strategic initiative of executing Phase 2 of the S-Line Street Car Extension. This is a multi-year strategic initiative. The report will highlight key milestones achieved thus far in 2026.

FISCAL IMPACT:
N/A

ATTACHMENTS:
None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

TO: Board of Trustees
FROM: Viola Miller, Chief Financial Officer
PRESENTER(S): Viola Miller, Chief Financial Officer
Brian Reeves, Associate Chief Financial Officer
Brad Armstrong, Director Budget & Financial Strategy

TITLE:
Financial Report - March 2026

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
The Board of Trustees Policy No. 2.1, Financial Management, directs the Chief Financial Officer to present monthly financial statements stating the Authority's financial position, revenues, and expenses to the Board of Trustees as soon as practical with monthly and year-to-date budget versus actual reports to be included in the monthly financial report. The March 2026 Monthly Financial Statements have been prepared in accordance with the Financial Management Policy and will be presented to the Board. Also provided is the monthly Board Dashboard which summarizes key information from the March 2026 Monthly Financial Statements.

DISCUSSION:
At the May 13, 2026, meeting, the Chief Financial Officer will review the Board Dashboard key items, passenger revenues, sales tax collections, operating expense variances, and capital budget status. The Chief Financial Officer will also present key metrics in Accounting, Supply Chain, and Fares and receive questions from the Board of Trustees.

FISCAL IMPACT:
N/A

ATTACHMENTS:

- March 2026 Board Dashboard
- March 2026 Financial Statements

Utah Transit Authority

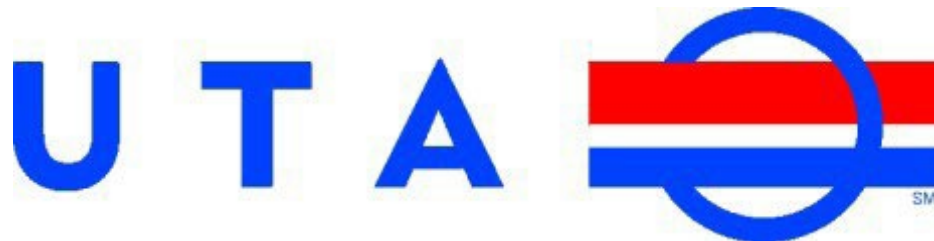
Preliminary Board Dashboard: Mar 31, 2026

Financial Metrics	Mar Actual	Mar Budget	Fav / (Unfav)	%	YTD Actual	YTD Budget	Fav / (Unfav)	%
Sales Tax (Feb '26 mm \$)	\$ 40.1	\$ 36.3	\$ 3.8	● 10.5%	\$ 76.1	\$ 73.5	\$ 2.6	● 3.6%
Fare Revenue (mm)	\$ 3.5	\$ 3.3	\$ 0.2	● 5.7%	\$ 9.9	\$ 9.7	\$ 0.2	● 1.7%
Operating Exp (mm)	\$ 39.9	\$ 42.3	\$ 2.4	● 5.7%	\$ 113.5	\$ 121.9	\$ 8.3	● 6.8%
Subsidy Per Rider (SPR)	\$ 10.23	\$ 10.65	\$ 0.42	● 3.9%	\$ 10.21	\$ 10.65	\$ 0.44	● 4.1%
UTA Diesel Price (\$/gal)	\$ 3.91	\$ 3.45	\$ (0.46)	● -13.3%	\$ 2.87	\$ 3.45	\$ 0.58	● 16.7%
Operating Metrics	Mar Actual	Mar-25	F / (UF)	%	YTD Actual	YTD 2025	F / (UF)	%
Ridership (mm)	3.55	3.54	0.01	● 0.3%	10.15	10.25	(0.10)	● -0.9%
Energy Cost by Type (Monthly Avg YTD)								
	Diesel Bus (Cost per Mile)				\$ 0.49			
	Diesel CR (Cost per Mile)				\$ 3.34			
	Unleaded Gas (Cost per Mile)				\$ 0.31			
	CNG (Cost per Mile)				\$ 0.38			
	Bus Propulsion Power (Cost per Mile)				\$ 1.02		kWh is converted to DGE	
	TRAX Propulsion Power (Cost per Mile)				\$ 1.08		kWh is converted to DGE	

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

Utah Transit Authority
Financial Statement
(Unaudited)

March 31, 2026



**KEY ITEM REPORT
(UNAUDITED)
As of March 31, 2026**

EXHIBIT 1-1

	2026 YTD ACTUAL	2026 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Operating Revenue	\$ (10,434,494)	\$ (10,272,291)	\$ 162,203	2%
2 Operating Expenses	113,549,169	121,864,955	8,315,786	7%
3 Net Operating Income (Loss)	(103,114,675)	(111,592,664)	8,477,989	8%
4 Capital Revenue	(67,662,626)	(63,713,000)	3,949,626	6%
5 Capital Expenses	54,739,349	63,156,500	8,417,151	13%
6 Net Capital Income (Loss)	12,923,277	556,500	12,366,777	-2222%
7 Sales Tax	(118,645,154)	(118,995,553)	(350,399)	0%
8 Other Revenue	(88,980,050)	(85,814,000)	3,166,050	4%
9 Debt Service	25,834,706	25,829,879	(4,827)	0%
10 Sale of Assets	(92,742)	-	92,742	
11 Net Non-Operating Income (Loss)	181,883,239	178,979,674	2,903,565	2%
12 Contribution to Cash Balance	\$ 91,691,841	\$ 67,943,510	\$ 23,748,331	-35%
13 Amortization	(692,234)			
14 Depreciation	37,094,333			
15 Total Non-cash Items	\$ 36,402,099			

STATISTICS

RIDERSHIP

2025 YE Actual	Mar 2026	Mar 2025	Difference	2026 YTD	2025 YTD	Difference
16 40,336,358	3,553,512	3,544,286	9,226	10,150,958	10,246,568	(95,610)

OPERATING SUBSIDY PER RIDER -

	SPR
17 Net Operating Expense	\$ 113,549,169
18 Less: Passenger Revenue	- (9,890,744)
19 Subtotal	103,658,425
20 Divided by: Ridership	÷ 10,150,958
21 Subsidy per Rider	<u>\$ 10.21</u>

**SUMMARY FINANCIAL DATA
(UNAUDITED)
As of March 31, 2026**

EXHIBIT 1-2

BALANCE SHEET

	3/31/2026	3/31/2025	Change March
CURRENT ASSETS			
1 Cash	\$ 27,884,710	\$ 23,514,150	19%
2 Investments (Unrestricted)	454,704,665	336,272,985	35%
3 Investments (Restricted)	197,599,495	154,925,134	28%
4 Receivables	104,516,124	98,453,192	6%
5 Receivables - Federal Grants	318,932	318,932	0%
6 Inventories	58,082,500	48,749,133	19%
7 Prepaid Expenses	7,592,738	1,768,225	329%
8 TOTAL CURRENT ASSETS	\$ 850,699,165	\$ 664,001,751	
9 Property, Plant & Equipment (Net)	3,033,063,481	2,905,030,360	4%
10 Other Assets	52,363,598	158,657,612	-67%
11 TOTAL ASSETS	\$ 3,936,126,243	\$ 3,727,689,723	
12 Current Liabilities	\$ 128,619,310	\$ 137,255,863	-6%
14 Net Pension Liability	78,496,665	142,283,669	-45%
15 Outstanding Debt	2,279,039,916	2,274,485,683	0%
16 Net Investment in Capital Assets	879,044,626	747,581,233	18%
17 Restricted Net Position	138,400,782	140,478,709	-1%
18 Unrestricted Net Position	432,524,943	285,604,566	51%
19 TOTAL LIABILITIES & EQUITY	\$ 3,936,126,243	\$ 3,727,689,723	

RESTRICTED AND DESIGNATED CASH AND CASH EQUIVALENTS RECONCILIATION

RESTRICTED RESERVES			
20 2025 Bond Proceeds	73,496,599		-
21 Debt Service Interest Payable	55,445,000	69,700,854	-20%
22 Risk Contingency Fund	10,826,485	8,175,790	32%
23 Catastrophic Risk Reserve Fund	1,213,152	1,172,061	4%
24 Box Elder County ROW (sales tax)	4,496,833	4,997,786	-
25 Utah County 4th Qtr (sales tax)	35,616,237	26,813,511	33%
26 Amounts held in escrow	16,505,189	44,060,353	-63%
27 TOTAL RESTRICTED RESERVES	\$ 197,599,495	\$ 154,920,355	
DESIGNATED GENERAL AND CAPITAL RESERVES			
28 General Reserves	\$ 80,300,000	72,100,000	
29 Service Sustainability Reserves	13,400,000	12,017,000	
30 Capital Reserve	66,900,000	45,616,000	
31 Debt Reduction Reserve	30,000,000	30,000,000	
32 TOTAL DESIGNATED GENERAL AND CAPITAL RESERVES	\$ 190,600,000	\$ 159,733,000	
33 TOTAL RESTRICTED AND DESIGNATED CASH AND EQUIVALENTS	\$ 388,199,495	\$ 314,653,355	

SUMMARY FINANCIAL DATA

EXHIBIT 1-3

(UNAUDITED)

As of March 31, 2026

REVENUE & EXPENSES

	ACTUAL Mar-26	ACTUAL Mar-25	YTD 2026	YTD 2025
OPERATING REVENUE				
1 Passenger Revenue	\$ (3,500,564)	\$ (3,018,574)	\$ (9,890,744)	\$ (9,656,061)
2 Advertising Revenue	(181,250)	(179,167)	(543,750)	(537,500)
3 TOTAL OPERATING REVENUE	\$ (3,681,814)	\$ (3,197,740)	\$ (10,434,494)	\$ (10,193,561)
OPERATING EXPENSE				
4 Bus Service	\$ 13,314,828	\$ 12,056,435	\$ 39,218,572	\$ 38,298,237
5 Commuter Rail	2,249,027	2,147,295	7,024,004	6,390,626
6 Light Rail	4,453,136	3,905,527	14,747,178	12,537,894
7 Maintenance of Way	1,868,959	1,812,677	3,834,189	6,301,016
8 Paratransit Service	3,040,414	2,879,465	7,712,854	7,513,697
9 RideShare/Van Pool Services	363,117	275,965	740,412	976,590
10 Operations Support	6,609,508	4,806,599	18,422,840	10,395,085
11 Administration	6,492,134	4,423,034	17,427,354	14,543,059
12 Microtransit	1,459,388	950,850	4,421,768	7,202,706
13 Non-Departmental	-	-	-	60
14 TOTAL OPERATING EXPENSE	\$ 39,850,510	\$ 33,257,847	\$ 113,549,169	\$ 104,158,969
15 NET OPERATING (INCOME) LOSS	\$ 36,168,697	\$ 30,060,107	\$ 103,114,675	\$ 93,965,408
NON-OPERATING EXPENSE (REVENUE)				
16 Investment Revenue	(2,661,195)	(1,534,020)	(6,197,642)	(4,948,785)
17 Sales Tax Revenue ¹	(45,176,260)	(45,534,383)	(118,645,154)	(117,889,172)
18 Other Revenue ²	(1,534,084)	(2,231,376)	(739,912)	(3,673,179)
19 Fed Operations/Preventative Maint. Revenue	-	82,314	(82,042,496)	(6,914,796)
20 Bond Interest	8,270,818	4,611,081	24,812,454	13,833,243
21 Bond Interest UTCT	139,793	148,357	419,378	445,071
22 Bond Cost of Issuance/Fees	-	-	-	(23,500)
23 Lease Interest	199,349	325,239	602,875	581,506
24 Sale of Assets	(172,812)	(82,062)	(92,742)	(319,864)
25 TOTAL NON-OPERATING EXPENSE (REVENUE)	\$ (40,934,391)	\$ (44,214,850)	\$ (181,883,239)	\$ (118,909,477)
26 CONTRIBUTION TO RESERVES	\$ 4,765,694	\$ 14,154,744	\$ 78,768,564	\$ 24,944,069
OTHER EXPENSES (NON-CASH)				
27 Bond Premium/Discount Amortization	(914,284)	(344,047)	(2,742,853)	(1,032,140)
28 Bond Refunding Cost Amortization	615,963	1,102,053	1,847,890	3,306,160
29 Future Revenue Cost Amortization	67,576	67,576	202,729	202,729
30 Depreciation	12,128,269	12,938,246	37,094,333	35,036,634
31 NET OTHER EXPENSES (NON-CASH)	\$ 11,897,524	\$ 13,763,829	\$ 36,402,099	\$ 37,513,382

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

² Includes investment unrealized gain/loss.

**BUDGET TO ACTUAL REPORT
(UNAUDITED)
As of March 31, 2026**

EXHIBIT 1-4

CURRENT MONTH

	ACTUAL	BUDGET	VARIANCE	%
	Mar-26	Mar-26	FAVORABLE (UNFAVORABLE)	FAVORABLE (UNFAVORABLE)
OPERATING REVENUE				
1 Passenger Revenue	\$ (3,500,564)	\$ (3,313,345)	\$ 187,219	6%
2 Advertising Revenue	(181,250)	(181,000)	250	0%
3 TOTAL OPERATING REVENUE	<u>\$ (3,681,814)</u>	<u>\$ (3,494,345)</u>	<u>\$ 187,469</u>	5%
OPERATING EXPENSE				
4 Bus Service	\$ 13,314,828	13,692,630	\$ 377,801	3%
5 Commuter Rail	2,249,027	2,677,509	428,482	16%
6 Light Rail	4,453,136	4,515,925	62,789	1%
7 Maintenance of Way	1,868,959	1,466,866	(402,093)	-27%
8 Paratransit Service	3,040,414	2,778,988	(261,426)	-9%
9 RideShare/Van Pool Services	363,117	380,206	17,089	4%
10 Microtransit	1,459,388	1,497,263	37,875	3%
11 Operations Support	6,609,508	6,264,778	(344,730)	-6%
12 Administration	6,492,134	6,748,450	256,316	4%
13 Non-Departmental	-	2,249,194	2,249,194	100%
14 TOTAL OPERATING EXPENSE	<u>\$ 39,850,510</u>	<u>\$ 42,271,808</u>	<u>\$ 2,421,298</u>	6%
15 NET OPERATING (INCOME) LOSS	<u>\$ 36,168,697</u>	<u>\$ 38,777,463</u>	<u>\$ 2,608,767</u>	7%
NON-OPERATING EXPENSE (REVENUE)				
16 Investment Revenue	\$ (2,661,195)	\$ (1,199,000)	\$ 1,462,195	122%
17 Sales Tax Revenue	(45,176,260)	(45,526,659)	(350,399)	-1%
18 Other Revenue	(1,534,084)	(1,239,000)	295,084	24%
19 Fed Operations/Preventative Maint. Revenue	-	(8,000,000)	(8,000,000)	-100%
20 Bond Interest	8,270,818	8,270,818	0	0%
21 Bond Interest UTCT	139,793	139,793	0	0%
22 Bond Cost of Issuance/Fees	-	-	-	0%
23 Lease Interest	199,349	199,349	0	0%
24 Sale of Assets	(172,812)	-	172,812	100%
25 TOTAL NON-OPERATING EXPENSE (REVENUE)	<u>\$ (40,934,391)</u>	<u>\$ (47,354,699)</u>	<u>\$ (6,420,308)</u>	-14%
26 CONTRIBUTION TO RESERVES	<u>\$ 4,765,694</u>	<u>\$ 8,577,236</u>		

**BUDGET TO ACTUAL REPORT BY CHIEF
(UNAUDITED)
As of March 31, 2026**

EXHIBIT 1-4A

CURRENT MONTH

	ACTUAL	BUDGET	ORIGINAL	VARIANCE	%
	Mar-26	Mar-26	BUDGET	FAVORABLE	FAVORABLE
			TOTAL	(UNFAVORABLE)	(UNFAVORABLE)
OPERATING EXPENSE					
1 Board of Trustees	\$ 291,894	316,137	\$ 3,793,665	\$ 24,243	8%
2 Chief Communication Officer	369,825	437,464	5,249,676	67,639	15%
3 Chief Development Officer	620,978	698,628	8,383,487	77,650	11%
4 Chief Enterprise Strategy Officer	2,869,543	3,012,975	34,596,116	143,432	5%
5 Chief Finance Officer	1,618,230	1,681,564	19,976,092	63,334	4%
6 Chief Operating Officer	29,449,048	29,610,339	356,112,046	161,291	1%
7 Chief Planning and Engagement Off	2,334,182	2,453,884	29,690,639	119,702	5%
8 Chief People Officer	1,094,247	1,166,119	13,993,559	71,872	6%
9 Executive Director	1,202,563	645,504	7,789,631	(557,059)	-86%
10 Non-Departmental		2,249,194	8,996,776	2,249,194	100%
11 TOTAL OPERATING EXPENSE	\$ 39,850,510	\$ 42,271,808	\$ 488,581,686	\$ 2,421,298	6%

YEAR TO DATE

	ACTUAL	BUDGET	VARIANCE	%
	Mar-26	Mar-26	FAVORABLE	FAVORABLE
			(UNFAVORABLE)	(UNFAVORABLE)
OPERATING EXPENSE				
12 Board of Trustees	\$ 842,303	\$ 948,411	\$ 106,108	11%
13 Chief Communication Officer	792,233	1,312,392	520,159	40%
14 Chief Development Officer	1,635,525	2,095,884	460,359	22%
15 Chief Enterprise Strategy Officer	8,039,650	8,495,400	455,750	5%
16 Chief Finance Officer	4,244,301	4,993,966	749,665	15%
17 Chief Operating Officer	85,904,064	88,882,715	2,978,651	3%
18 Chief Planning and Engagement Off	6,989,032	7,452,124	463,092	6%
19 Chief People Officer	3,021,778	3,498,357	476,579	14%
20 Executive Director	2,080,284	1,936,512	-143,772	-7%
21 Non-Departmental	-	2,249,194	2,249,194	100%
22 TOTAL OPERATING EXPENSE	\$ 113,549,169	\$ 121,864,955	\$ 8,315,786	7%

**BUDGET TO ACTUAL REPORT
(UNAUDITED)
As of March 31, 2026**

EXHIBIT 1-5

YEAR TO DATE

	ACTUAL	BUDGET	VARIANCE	%
	Mar-26	Mar-26	FAVORABLE (UNFAVORABLE)	FAVORABLE (UNFAVORABLE)
OPERATING REVENUE				
1 Passenger Revenue	\$ (9,890,744)	\$ (9,729,291)	\$ 161,453	2%
2 Advertising Revenue	(543,750)	(543,000)	750	0%
3 TOTAL OPERATING REVENUE	<u>\$ (10,434,494)</u>	<u>\$ (10,272,291)</u>	<u>\$ 162,203</u>	2%
OPERATING EXPENSE				
4 Bus Service	\$ 39,218,572	\$ 40,653,959	\$ 1,435,386	4%
5 Commuter Rail	7,024,004	8,086,619	1,062,615	13%
6 Light Rail	14,747,178	13,522,379	(1,224,798)	-9%
7 Maintenance of Way	3,834,189	4,436,682	602,493	14%
8 Paratransit Service	7,712,854	8,337,682	624,828	7%
9 RideShare/Van Pool Services	740,412	1,140,618	400,206	35%
11 Operations Support	18,422,840	18,760,937	338,097	2%
12 Administration	17,427,354	20,185,096	2,757,742	14%
10 Microtransit	4,421,768	4,491,789	70,021	2%
13 Non-Departmental	-	2,249,194	2,249,194	100%
14 TOTAL OPERATING EXPENSE	<u>\$ 113,549,169</u>	<u>\$ 121,864,955</u>	<u>\$ 8,315,786</u>	7%
15 NET OPERATING (INCOME) LOSS	<u>\$ 103,114,675</u>	<u>\$ 111,592,664</u>	<u>\$ 8,477,989</u>	8%
NON-OPERATING EXPENSE (REVENUE)				
16 Investment Revenue	\$ (6,197,642)	\$ (3,597,000)	\$ 2,600,642	72%
17 Sales Tax Revenue	(118,645,154)	(118,995,553)	(350,399)	0%
18 Other Revenue	(739,912)	(3,717,000)	(2,977,088)	-80%
19 Fed Operations/Preventative Maint. Revenue	(82,042,496)	(78,500,000)	3,542,496	5%
20 Bond Interest	24,812,454	24,812,454	0	0%
21 Bond Interest UTCT	419,378	419,378	0	0%
22 Bond Cost of Issuance/Fees	-	-	-	
23 Lease Interest	602,875	598,047	(4,828)	-1%
24 Sale of Assets	(92,742)	-	92,742	
25 TOTAL NON-OPERATING EXPENSE (REVENUE)	<u>\$ (181,883,239)</u>	<u>\$ (178,979,674)</u>	<u>\$ 2,903,565</u>	2%
26 CONTRIBUTION TO RESERVES	<u>\$ 78,768,564</u>	<u>\$ 67,387,010</u>		

**CAPITAL PROJECTS
(UNAUDITED)
As of March 31, 2026**

EXHIBIT 1-6

	2026	ANNUAL	
	ACTUAL	BUDGET	PERCENT
EXPENSES			
1 Capital Services	\$ 52,718,710	\$ 277,035,000	19.0%
2 Enterprise Strategy	925,584	17,351,000	5.3%
3 Executive Director (Safety)	276,210	1,485,000	18.6%
4 Finance	428,869	30,946,000	1.4%
5 Operations	345,941	10,102,000	3.4%
6 People	-	50,000	0.0%
7 Planning & Engagement	44,036	2,244,000	2.0%
9 TOTAL	<u>\$ 54,739,349</u>	<u>\$ 339,213,000</u>	16.1%
REVENUES			
10 GRANT	\$ 43,604,101	\$ 111,703,000	39.0%
11 STATE CONTRIBUTION	1,159,365	45,672,000	2.5%
12 LEASES (PAID TO DATE)	-	36,714,000	0.0%
13 BONDS	22,846,711	47,285,000	48.3%
14 LOCAL PARTNERS	52,449	13,478,000	0.4%
15 UTA FUNDING	(12,923,277)	84,361,000	-15.3%
16 TOTAL	<u>\$ 54,739,349</u>	<u>\$ 339,213,000</u>	16.1%

**FAREBOX RECOVERY & SPR
(UNAUDITED)**

EXHIBIT 1-7

As of March 31, 2026

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	Mar-26	Mar-25	2026	2025
UTA				
Fully Allocated Costs	39,850,510	33,257,847	113,549,169	102,933,007
Passenger Farebox Revenue	3,500,564	3,018,574	9,890,744	9,592,436
Passengers	3,553,512	3,544,286	10,150,958	10,246,568
Farebox Recovery Ratio	8.8%	9.1%	8.7%	9.3%
Actual Subsidy per Rider	\$10.23	\$8.53	\$10.21	\$9.11
BUS SERVICE				
Fully Allocated Costs	19,852,276	16,552,353	57,239,124	52,510,071
Passenger Farebox Revenue	1,547,093	1,273,300	4,589,843	4,351,865
Passengers	1,845,662	1,771,264	5,277,413	5,172,121
Farebox Recovery Ratio	7.8%	7.7%	8.0%	8.3%
Actual Subsidy per Rider	\$9.92	\$8.63	\$9.98	\$9.31
LIGHT RAIL SERVICE				
Fully Allocated Costs	9,304,719	7,902,816	27,074,930	24,853,203
Passenger Farebox Revenue	664,470	579,984	1,828,982	1,962,665
Passengers	1,109,630	1,175,096	3,142,440	3,316,810
Farebox Recovery Ratio	7.1%	7.3%	6.8%	7.9%
Actual Subsidy per Rider	\$7.79	\$6.23	\$8.03	\$6.90
COMMUTER RAIL SERVICE				
Fully Allocated Costs	4,610,884	3,845,852	12,996,583	11,677,152
Passenger Farebox Revenue	484,204	372,611	1,399,337	1,153,083
Passengers	355,787	350,744	1,007,085	1,015,343
Farebox Recovery Ratio	10.5%	9.7%	10.8%	9.9%
Actual Subsidy per Rider	\$11.60	\$9.90	\$11.52	\$10.37
MICROTRANSIT				
Fully Allocated Costs	1,625,110	1,071,427	4,870,636	3,070,930
Passenger Farebox Revenue	56,921	52,773	158,829	153,821
Passengers	54,108	53,632	158,278	156,462
Farebox Recovery Ratio	3.5%	4.9%	3.3%	5.0%
Actual Subsidy per Rider	\$28.98	\$18.99	\$29.77	\$18.64
PARATRANSIT				
Fully Allocated Costs	3,649,463	3,262,027	9,442,009	8,806,058
Passenger Farebox Revenue	325,265	295,240	710,332	840,088
Passengers	85,386	81,155	235,134	236,071
Farebox Recovery Ratio	8.9%	9.1%	7.5%	9.5%
Actual Subsidy per Rider	\$38.93	\$36.56	\$37.13	\$33.74
RIDESHARE				
Fully Allocated Costs	808,057	623,372	1,925,888	2,015,592
Passenger Farebox Revenue	422,611	444,666	1,203,422	1,130,914
Passengers	102,939	112,394	330,608	349,761
Farebox Recovery Ratio	52.3%	71.3%	62.5%	56.1%
Actual Subsidy per Rider	\$3.74	\$1.59	\$2.19	\$2.53

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Mar-26	Mar-25	2026	2025
FULLY ALLOCATED COSTS				
Bus Service	\$19,852,276	\$16,552,353	\$57,239,124	\$52,510,071
Light Rail Service	\$9,304,719	\$7,902,816	\$27,074,930	\$24,853,203
Commuter Rail Service	\$4,610,884	\$3,845,852	\$12,996,583	\$11,677,152
Microtransit	\$1,625,110	\$1,071,427	\$4,870,636	\$3,070,930
Paratransit	\$3,649,463	\$3,262,027	\$9,442,009	\$8,806,058
Rideshare	\$808,057	\$623,372	\$1,925,888	\$2,015,592
UTA	\$39,850,509	\$33,257,847	\$113,549,170	\$102,933,006
PASSENGER FAREBOX REVENUE				
Bus Service	\$1,547,093	\$1,273,300	\$4,589,843	\$4,351,865
Light Rail Service	\$664,470	\$579,984	\$1,828,982	\$1,962,665
Commuter Rail Service	\$484,204	\$372,611	\$1,399,337	\$1,153,083
Microtransit	\$56,921	\$52,773	\$158,829	\$153,821
Paratransit	\$325,265	\$295,240	\$710,332	\$840,088
Rideshare	\$422,611	\$444,666	\$1,203,422	\$1,130,914
UTA	\$3,500,564	\$3,018,574	\$9,890,745	\$9,592,436
PASSENGERS				
Bus Service	1,845,662	1,771,264	5,277,413	5,172,121
Light Rail Service	1,109,630	1,175,096	3,142,440	3,316,810
Commuter Rail Service	355,787	350,744	1,007,085	1,015,343
Microtransit	54,108	53,632	158,278	156,462
Paratransit	85,386	81,155	235,134	236,071
Rideshare	102,939	112,394	330,608	349,761
UTA	3,553,512	3,544,285	10,150,958	10,246,568
FAREBOX RECOVERY RATIO				
Bus Service	7.8%	7.7%	8.0%	8.3%
Light Rail Service	7.1%	7.3%	6.8%	7.9%
Commuter Rail Service	10.5%	9.7%	10.8%	9.9%
Microtransit	3.5%	4.9%	3.3%	5.0%
Paratransit	8.9%	9.1%	7.5%	9.5%
Rideshare	52.3%	71.3%	62.5%	56.1%
UTA	8.8%	9.1%	8.7%	9.3%
ACTUAL SUBSIDY PER RIDER				
Bus Service	\$9.92	\$8.63	\$9.98	\$9.31
Light Rail Service	\$7.79	\$6.23	\$8.03	\$6.90
Commuter Rail Service	\$11.60	\$9.90	\$11.52	\$10.37
Microtransit	\$28.98	\$18.99	\$29.77	\$18.64
Paratransit	\$38.93	\$36.56	\$37.13	\$33.74
Rideshare	\$3.74	\$1.59	\$2.19	\$2.53
UTA	\$10.23	\$8.53	\$10.21	\$9.11

**SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)**

EXHIBIT 1-9

As of March 31, 2026

<u>Classification</u>	<u>Total</u>	<u>Current</u>	<u>31-60 Days</u>	<u>61-90 Days</u>	<u>90-120 Days</u>	<u>Over 120 Days</u>
1 Federal Grants Government ¹	\$ 318,932	\$ 318,932	-	-	-	-
2 Sales Tax Contributions	77,596,421	36,282,478	\$ 41,313,943	-	-	-
3 Warranty Recovery	1,166,405	1,166,405	-	-	-	-
4 Build America Bond Subsidies	-	-	-	-	-	-
5 Product Sales and Development	1,387,504	1,039,950	213,962	(841)	(6,943)	141,376
6 Pass Sales	37,280	142,682	(13,090)	14,508	2,295	(109,114)
7 Property Management	125,588	35,599	19,590	35,443	12,465	22,491
8 Vanpool/Rideshare	157,655	79,734	22,731	3,499	-	51,691
9 Salt Lake City Agreement	508,471	508,471	-	-	-	-
10 Planning	-	-	-	-	-	-
11 Capital Development Agreements	1,424,537	1,420,128	-	-	-	4,409
12 Other	26,522,239	336,189	5,916	(87,596)	19,827	401,375
13 Total	\$ 109,245,032	\$ 41,330,569	\$ 41,563,051	\$ (34,988)	\$ 27,644	\$ 512,227

Percentage Due by Aging

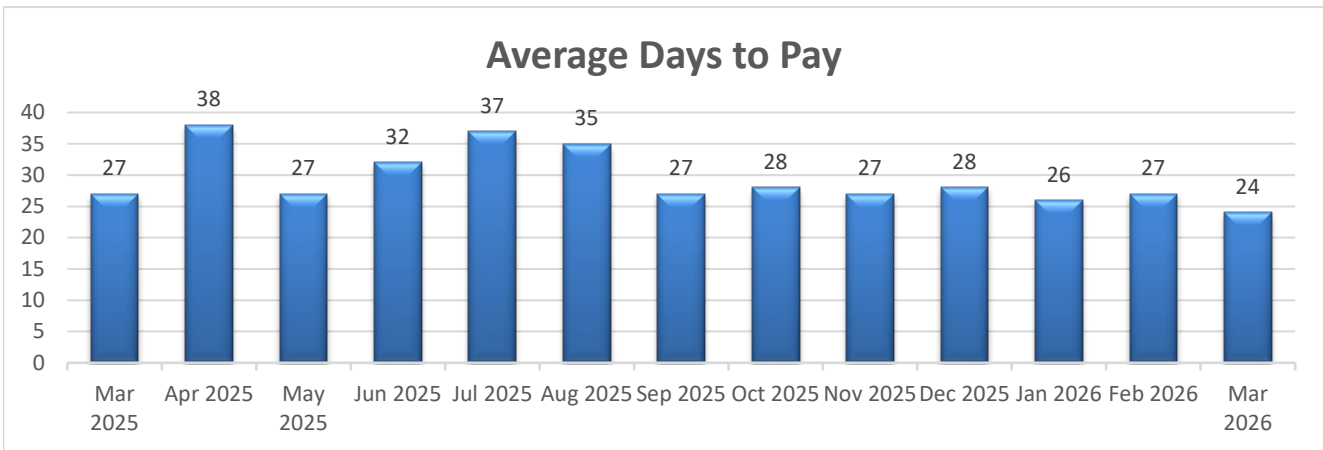
14 Federal Grants Government ¹	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
15 Sales Tax Contributions	46.8%	53.2%	0.0%	0.0%	0.0%	0.0%
16 Warranty Recovery	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17 Build America Bond Subsidies	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
18 Product Sales and Development	75.0%	15.4%	-0.1%	-0.5%	10.2%	
19 Pass Sales	382.7%	-35.1%	38.9%	6.2%	-292.7%	
20 Property Management	28.3%	15.6%	28.2%	9.9%	17.9%	
21 Vanpool/Rideshare	50.6%	14.4%	2.2%	0.0%	32.8%	
22 Salt Lake City Agreement	100.0%	0.0%	0.0%	0.0%	0.0%	
23 Planning						
24 Capital Development Agreements	99.7%	0.0%	0.0%	0.0%	0.3%	
25 Other	1.3%	0.0%	-0.3%	0.1%	1.5%	
26 Total	37.8%	38.0%	0.0%	0.0%	0.5%	

¹ Federal preventive maintenance funds and federal RideShare funds

**SUMMARY OF APPROVED DISBURSEMENTS OVER \$200,000
FROM Mar 1, 2026 THROUGH Mar 31, 2026
(UNAUDITED)**

EXHIBIT 1-10

<u>Contract #</u>	<u>Vendor</u>	<u>Check #</u>	<u>Date</u>	<u>Check Total</u>
20039894	Cambridge Associates, LLC.	907804	3/10/2026	(1,403,562.73)
20039895	UTA/ATU JOINT INSURANCE TRUST	907807	3/10/2026	(275,227.35)
R2026-03-01	VANTAGEPOINT TRANSFER AGENTS -	907808	3/10/2026	(210,178.41)
20039898	UNITED STATES TREASURY	907811	3/10/2026	(739,510.22)
20039898	UNITED STATES TREASURY	907812	3/10/2026	(247,431.15)
20039898	UNITED STATES TREASURY	907813	3/10/2026	(1,057,978.50)
01903143	UNITED WAY COMMUNITY SERV	907872	3/11/2026	(204,022.00)
00253929	Eckman Construction LLC	907873	3/11/2026	(204,727.62)
02003243	MV PUBLIC TRANSPORTATION	907874	3/11/2026	(281,623.23)
02033995	VIA TRANSPORTATION INC	907876	3/11/2026	(286,955.60)
02033995	VIA TRANSPORTATION INC	907876	3/11/2026	(592,977.45)
01139585	ROCKY MOUNTAIN SYSTEMS SERVICE	907877	3/11/2026	(307,240.00)
01141287	ROCKY MOUNTAIN SYSTEMS SERVICE	907877	3/11/2026	(273,321.00)
20039895	UTA/ATU JOINT INSURANCE TRUST	907880	3/11/2026	(2,367,867.48)
20039895	UTA/ATU JOINT INSURANCE TRUST	907880	3/11/2026	(2,376,819.72)
20040019	SHI INTERNATIONAL CORP.	907951	3/18/2026	(244,950.00)
R2026-03-01	VANTAGEPOINT TRANSFER AGENTS -	907971	3/20/2026	(200,452.29)
20039895	UTA/ATU JOINT INSURANCE TRUST	907972	3/20/2026	(270,754.64)
20039894	Cambridge Associates, LLC.	907973	3/20/2026	(1,333,545.70)
20039898	UNITED STATES TREASURY	907976	3/20/2026	(232,993.65)
20039898	UNITED STATES TREASURY	907977	3/20/2026	(680,639.10)
20039898	UNITED STATES TREASURY	907978	3/20/2026	(996,217.27)
R2026-03-01	ROCKY MOUNTAIN POWER	397118	3/25/2026	(488,915.71)
24384313	The Driver Provider	908059	3/25/2026	(374,912.52)
00016995	Tivitri Inc	908060	3/25/2026	(552,672.00)
01141538	Stacy and Witbeck, Inc.	908061	3/25/2026	(214,809.00)
01140952	Stacy and Witbeck, Inc.	908061	3/25/2026	(262,147.00)
23037491	Siemens Mobility Inc	908063	3/25/2026	(764,264.00)
23037491	Siemens Mobility Inc	908063	3/25/2026	(382,132.00)
23037491	Siemens Mobility Inc	908063	3/25/2026	(382,132.00)





Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

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

TITLE:
Investment Report - First Quarter 2026

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

BACKGROUND:

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

DISCUSSION:

As of March 31, 2026, the benchmark return (greater of the average return of three-month U.S. Treasury bills or the average return of Federal Funds rate) was 3.64% for the quarter. Investment returns for the State of Utah's Public Treasurer's Investment Fund (PTIF) and Zions Corporate Trust were 3.81%, and for Chandler Asset Management were 3.66% which all exceeded the benchmark return. Investment returns for the overnight account at Zions Bank were 3.13%, which did not exceed the benchmark return.

The blended portfolio return rate for the quarter was 3.72%, which was above the benchmark rate due to long term investment strategy and the lower interest rate environment for the short end of the yield curve.

Note, all returns are reported on an annualized basis.

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

FISCAL IMPACT:

Investment earnings for UTA in the first quarter of 2026 were \$5,708,063.

ATTACHMENTS:

- Investment Report 1Q 2026

Utah Transit Authority

Investment Portfolio

March 31, 2026

Investment	CUSIP	Amount Invested	Purchase Date	Maturity	Yield	Quarter Earnings
Public Treasurer's Investment Fund		\$ 237,012,781			3.81%	\$ 1,753,233
Chandler Asset Management		272,624,360			3.66%	\$ 2,364,683
Zions Corporate Trust		128,941,601			3.81%	\$ 1,421,939
Zions Bank		22,078,721			3.13%	\$ 168,208
Total Investments		<u>\$ 660,657,462</u>			<u>3.72%</u>	<u>\$ 5,708,063</u>

Monthly Rates of Returns

	January	February	March	Average
Public Treasurer's Investment Fund	3.81%	3.80%	3.81%	3.81%
Chandler Asset Management	3.65%	3.54%	3.78%	3.66%
Zions Bank	3.15%	3.13%	3.11%	3.13%
Zions Corporate Trust	3.81%	3.80%	3.81%	3.81%
Fed Funds Rate	3.64%	3.64%	3.64%	3.64%
3 Month T-Bill	3.57%	3.60%	3.61%	3.59%

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

Securities Purchased Outside of Investment Portfolio

1/1/2026-3/31/2026

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

Securities Sold Outside of Investment Portfolio

1/1/2026-3/31/2026

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



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

TO: Board of Trustees
FROM: Jon Larsen, Chief Capital Services Officer
PRESENTER(S): Paul Drake, Director of Real Estate & TOD
Spencer Burgoyne, Manager of Property Administration

TITLE:
UDOT Property Acquisition Report - Q1 2026

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
UDOT is the lead agency purchasing land to accommodate double tracking of the FrontRunner system in 11 strategic locations.

Board Resolution R2025-09-07 authorized the Executive Director to oversee the acceptance of real property interests purchased by UDOT that have a value less than \$1,000,000 and have received UTA environmental clearance for FR2X.

Board Resolution R2025-09-07 requires staff to report quarterly on the parcels acquired in UTA's name during the previous quarter.

DISCUSSION:
UDOT acquired 10 parcels in UTA's name during the first quarter of 2026. Nine of the parcels are associated with the FrontRunner 2X Project. One is associated with the FrontRunner Point Project. Staff will discuss the details of the acquisition report.

FISCAL IMPACT:
N/A

ATTACHMENTS:

- UDOT Property Acquisition Report - Q1 2026

UDOT Property Acquisition Report – Q1 2026

The Utah Department of Transportation (UDOT) is acquiring land and other property interests for certain fixed-guideway capital projects on behalf of the Utah Transit Authority (UTA).

UTA Board Resolution R2025-09-07 authorizes the Executive Director to oversee the acceptance of real property interests acquired by UDOT that (i) have a value less than \$1,000,000 and (ii) have UTA environmental clearance for the FrontRunner Strategic Double Track (FR2X) and the FrontRunner Point Improvement Projects (FPI). The resolution further requires staff to provide quarterly reports on parcels acquired in UTA’s name during the preceding quarter.

UDOT Property Acquisitions Report - Q1 2026											
UTA Project	Project Parcel #	Property Address	City	County	Fee Simple (Sq. Ft.)	Ref. Parcels (Sq. Ft.)	Quit Claim (Sq. Ft.)	Perpetual Easements (Sq. Ft.)	NEPA Cleared	Deed Recorded	Total Purchase Price
FR2X	104	Approx 7030 W 7800 N	American Fork	Utah	4,275	103			Y	Y	\$ 78,614
FR2X	126	631 S Center St	Lehi	Utah	709				Y	Y	\$ 17,371
FR2X	129N	624 S Center St	Lehi	Utah	1,272				Y	Y	\$ 35,921
FR2X	133	174 W 700 S	Lehi	Utah	250				Y	Y	\$ 3,153
FR2X	135	527 S 300 W	Lehi	Utah	1,884	1,984			Y	Y	\$139,767
FR2X	139	440 W 300 S	Lehi	Utah	1,895				Y	Y	\$ 87,092
FR2X	145	420 W 100 S	Lehi	Utah	1,542				Y	Y	\$ 38,550
FR2X	149	Approx 430 W Main St	Lehi	Utah			240		Y	Y	\$ 9,400
FR2X	153N	530 W 300 North	Lehi	Utah			635		Y	Y	\$ 11,511
FPI	1213	623 S 500 W UNIT #17	Provo	Utah	1,021				Y	Y	\$341,500
Totals					12,848	2,087	875				\$762,879





Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

TO: Board of Trustees
FROM: Jon Larsen, Chief Capital Services Officer
PRESENTER(S): Jon Larsen, Chief Capital Services Officer
Paul Drake, Director of Real Estate & Transit-Oriented Communities

TITLE:
R2026-05-01 - Resolution Accepting the Conveyance of UDOT Parcel 123:Z for the Sharp/Tintic Connection Project

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2026-05-01 to accept ownership of property acquired by the Utah Department of Transportation (UDOT) for the Sharp/Tintic Connection Project valued at \$3,582,095.

BACKGROUND:
The Sharp/Tintic Connection project will construct a section of the future FrontRunner alignment to connect the Sharp Subdivision to the Tintic Industrial Lead. This will connect property owned by UTA in the Sharp alignment and the Tintic alignment. The work includes new track within the cities of Springville and Spanish Fork. This connection allows over 2 miles of active freight traffic on the Tintic line to be closed. The project will eliminate 7 existing crossings and simplify construction of a grade-separated crossing of the Sharp Line, to be built by the Springville/Spanish Fork Interchange project. Additionally, the project connects UTA-owned rail corridors, enabling FrontRunner to be extended to Payson in the future.

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

- Sharp/Tintic Connection: (UDOT) PIN 14988_Project No. F-LC49(169); (UTA) MSP215

Pursuant to the agreement approved by the Board of Trustees on May 22, 2024 titled HB 322 Fund Transfers and Work Designation Agreement Between Utah Department of Transportation and Utah Transit Authority (UTA Contract 24-P00350), the management of the Sharp/Tintic project was transferred to UDOT. The project is advancing through design and UDOT is preparing to acquire the needed right of way.

DISCUSSION:

UTA and UDOT recommend that parcels for the Sharp/Tintic Connection 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 reporting responsibilities.

In accordance with UTA Board of Trustees Policy No. 5.2 (III.A.2), Board approval by resolution is required for all real property transactions of \$1,000,000 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. The UTA Board of Trustees issued a resolution on February 25th, 2026, to accept real property interests associated with the Sharp/Tintic Connection that have a value of less than \$1,000,000. Properties over \$1 million require additional approval from the Board of Trustees by resolution.

UDOT is working to acquire 247,041 square feet from Ray's Valley Development LLC for the Sharp/Tintic Connection Project. The subject property is located in unincorporated Utah County between the communities of Springville and Spanish Fork. The appraised value of this property is \$3,582,095. (UDOT Parcel 123:Z).

ALTERNATIVES:

UDOT could purchase the property in its name and then transfer it to UTA later. However, this would be a more cumbersome process.

FISCAL IMPACT:

UDOT is acquiring the right-of-way for the Sharp/Tintic Connection on UTA's behalf using UDOT project funds, and as such UTA will not contribute any capital funding toward the purchase of the property. Following the construction of the new rail connection, UTA will assume the maintenance obligations, which are expected to be minimal and will be incorporated into the maintenance support team's annual operating budget.

ATTACHMENTS:

- R2026-05-01 - Accepting Conveyance of UDOT Parcel 123 Z in for the Sharp Tintic Connection Project_Legal

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY ACCEPTING THE CONVEYANCE OF UDOT PARCEL 123:Z
FOR THE SHARP/TINTIC CONNECTION PROJECT**

R2026-05-01

May 13, 2026

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, 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 currently engaged in acquiring 7,000 linear feet of rail corridor in Springville and Spanish Fork to connect the Sharp Subdivision and the Tintic Industrial Lead in Utah County (“Project”); and

WHEREAS, UDOT is working to acquire 5.67 acres (247,041 square feet) of real property owned by Ray’s Valley Development, LLC as UDOT Parcel 123:Z (“Property”), located approximately at 2050 North and I-15 in Spanish Fork, Utah; and

WHEREAS, the appraised value of just compensation for the Property is \$3,582,095.00; and

WHEREAS, the final purchase price will be paid from the capital costs of the Project included in UDOT’s budget; and

WHEREAS, the Property shall be conveyed to the Authority without cost pursuant to statutory and administrative procedure, subject to the restriction that the Authority may not transfer said interests without UDOT’s written consent; and

WHEREAS, Board Policy No. 5.2(III)(A)(2) requires that, prior to acquiring property valued over One Million Dollars, the Board approve such action by resolution; and

WHEREAS, the Board finds it is in the public's interest to accept the Property obtained by UDOT for the Project and to authorize the Executive Director to take all 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 Property.
2. That the Board hereby authorizes the Executive Director and his designee(s) to oversee the acceptance of said real property interests as outlined herein, and as provided by statute and/or administrative rule, as more particularly described in the deed and affidavit attached as Exhibit "A".
3. That the corporate seal be attached hereto.

Approved and adopted on this 13th day of May, 2026.

Carlton Christensen, Chair
Board of Trustees

ATTEST:

Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:

 0F0F040DE4724A2...
 Legal Counsel

Exhibit A
Deed and 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, 84101

Warranty Deed
(LIMITED LIABILITY COMPANY)
Utah County

Tax ID No. 26:048:0102
26:050:0003, 26:050:0016, 26:051:0065
PIN No. 14988
Project No. F-LC49(169)
Parcel No. LC49:123:Z

Ray's Valley Development, LLC, a Utah Limited Liability Company, Grantor, 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 Utah County, State of Utah, to-wit:

A parcel of land in fee, being part of an entire tract of property, situate in the NW1/4 SE1/4, the SW1/4 NE1/4, the SE1/4 NE1/4, the NW1/4 NE1/4, and the NE1/4 NE1/4 of Section 7, Township 8 South, Range 3 East, Salt Lake Base and Meridian, for the construction of the Springville Sharp/Tintic Railroad Connection known as Project No. F-LC49(169). The boundaries of said parcel of land are described as follows:

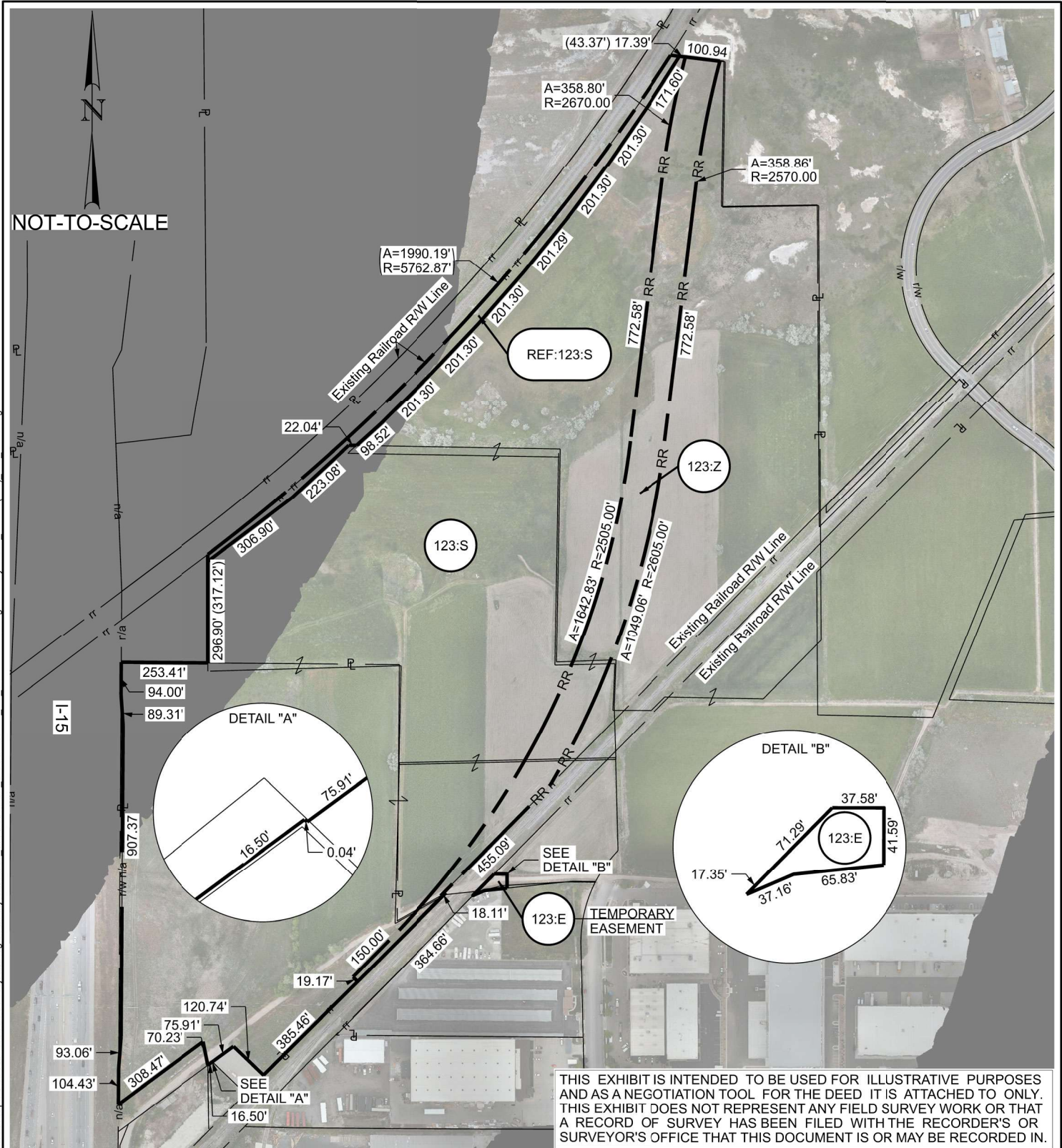
Beginning at a point in the easterly boundary line of said entire tract at a point 30.83 feet perpendicularly distant northwesterly from the right of way control line of said project opposite Engineers Station 10+00.00 which point is 362.99 feet North and 2416.91 feet East and 807.96 feet S.89°30'00"E. and 745.80 feet S.00°30'00"W. and 165.00 feet N.60°30'00"E. and 364.66 feet S.45°00'00"W. from the West Quarter corner of said Section 7; and running thence N.45°26'27"W. 2.17 feet to a point in the existing northwesterly railroad right of way line of the Tintic Subdivision at a point 33.00 feet perpendicularly distant northerly from the right of way control line of said project opposite Engineers Station 10+00.00; thence N.45°26'27"W. 17.00 feet to a point 50.00 feet perpendicularly distant northwesterly from the right of way control line of said project opposite Engineers Station 10+00.00; thence N.44°33'33"E. 150.00 feet parallel with said control line to a point of curvature of a curve to the left with a radius of 2505.00 feet at a point opposite Engineers

Station 11+50.00; thence northwesterly along said curve with an arc length of 1642.83 feet, chord bears N.25°46'17"E. 1613.54 feet concentric with said control line to a point opposite Engineers Station 28+25.62; thence N.06°59'00"E. 772.58 feet parallel with said control line to a point of curvature of a curve to the right with a radius of 2670.00 feet at a point opposite Engineers Station 35+98.19; thence northerly along said curve with an arc length of 358.80 feet, chord bears N.10°50'00"E. 358.53 feet to a point in the northerly boundary line of said entire tract at a point 50.00 perpendicularly distant westerly from the right of way control line of said project opposite approximate Engineers Station 39+50.28; thence S.83°00'00"E. 100.94 feet along said northerly boundary to a point of curvature of a non-tangent curve to the left with a radius of 2570.00 feet at a point 50.00 feet perpendicularly distant easterly from the right of way control line of said project opposite approximate Engineers Station 39+64.03; thence southerly along said curve with an arc length of 358.86 feet, chord bears S.10°59'01"W. 358.57 feet concentric with said control line to a point opposite Engineers Station 35+98.19; thence S.06°59'00"W. 772.58 feet parallel with said control line to a point of curvature of a curve to the right with a radius of 2605.00 feet at a point opposite Engineers Station 28+25.62; thence southerly along said curve with an arc length of 1049.06 feet, chord bears S.18°31'13"W. 1041.98 feet concentric with said control line to a point in the existing northwesterly railroad right of way line of said Tintic Subdivision at a point opposite Engineers Station 17+96.70; thence S.44°33'33"W. 455.09 feet along said existing northwesterly railroad right of way line to a point in a southerly boundary line of said entire tract at a point 25.30 feet radially distant northwesterly from the right of way control line of said project opposite Engineers Station 13+49.41; thence along said southerly boundary line the following two (2) courses and distances: (1) N.60°30'00"E. 18.11 feet to a point 18.93 feet radially distant northwesterly from the right of way control line of said project opposite Engineers Station 13+66.51; (2) thence S.45°00'00"W. 364.66 feet to the point of beginning as shown on the official map of said project on file in the office of the Utah Department of Transportation.

(Note: Above bearings equal Highway bearings)

The above described parcel of land contains 249,793 square feet or 5.734 acres, more or less, of which 2,752 square feet or 0.063 acre, more or less, are now occupied within the existing railroad right of way. Balance is 247,041 square feet or 5.671 acres, more or less.

DGN File: pwr://uodot-pw-bentley.com/uodot-pw-01/Documents/UDOT Projects/Region 3 Projects/14988 SPRINGVILLE SHARP-TINTIC RR CONNECTION/Right of Way/14988 F-LC49(169) 123 Exhibit.dgn



THIS EXHIBIT IS INTENDED TO BE USED FOR ILLUSTRATIVE PURPOSES AND AS A NEGOTIATION TOOL FOR THE DEED IT IS ATTACHED TO ONLY. THIS EXHIBIT DOES NOT REPRESENT ANY FIELD SURVEY WORK OR THAT A RECORD OF SURVEY HAS BEEN FILED WITH THE RECORDER'S OR SURVEYOR'S OFFICE THAT THIS DOCUMENT IS OR MAY BE RECORDED IN.

PARCEL NO.	OWNER	ACRES	SQ FT	EXIST. R/W AC. IN DEED	OWNERSHIP ACRES	REMAINING AC.	
						LEFT	RIGHT
123:Z	RAY'S VALLEY DEVELOPMENT, LLC	5.671	247,041	2.131	74.129	49.576	16.751
123:S	RAY'S VALLEY DEVELOPMENT, LLC	49.576	2,159,535		66.327	NONE	16.751
123:SREF	RAY'S VALLEY DEVELOPMENT, LLC	50.868	2,215,801			AS OCCUPIED	
123:E	RAY'S VALLEY DEVELOPMENT, LLC	0.066	2,894			TEMPORARY	

SHEET NO.	123-EXHIBIT	PARTIAL SUMMARY NO.	02P	PROPERTY OWNER:	RAY'S VALLEY DEVELOPMENT, LLC			
PROJECT	SPRINGVILLE SHARP/ TINTIC RR CONNECTION			PROPERTY ADDRESS:	2050 NORTH I-15, SPANISH FORK			
PROJECT NUMBER	F-LC49(169)	PIN	14988	UTAH DEPARTMENT OF TRANSPORTATION				

Tax ID No. 26:048:0102
26:050:0003, 26:050:0016, 26:051:0065
UDOT PIN No. 14988
UDOT Project No. F-LC49(169)
Parcel No. LC49:123: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 Ray's Valley Development, LLC (Grantor(s)). 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 Ray's Valley Development, LLC (Grantor(s)) 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



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jon Larsen, Chief Capital Services Officer
PRESENTER(S): Jon Larsen, Chief Capital Services Officer
Kyle Stockley, General Manager of Maintenance

TITLE:
International Travel to Valencia, Spain and Basel, Switzerland for Light Rail Vehicle Manufacturing Inspections

AGENDA ITEM TYPE:
Other Approval

RECOMMENDATION:
To approve of the proposed international travel as presented.

BACKGROUND:

On October 23, 2024, the board of trustees approved a contract with Stadler US to procure new light rail vehicles for UTA's TRAX system. According to the agreement with Stadler, First Article Inspections (FAI) are the best practice step in the Design Review process of all major light rail vehicle systems and subsystems and are mentioned in this contract to be conducted by both UTA and Stadler representatives. As such, the First Article Inspections of the Carbody and Truck Frames are scheduled to be conducted at Stadler's manufacturing facility in Valencia, Spain, sometime between July 19 and August 5, 2026.

This project represents the first time Stadler light-rail vehicles will be manufactured specifically for the U.S. market. Adapting their designs and processes to the U.S. regulatory and safety framework introduces critical technical considerations. Ensuring compliance with Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) requirements demands a high level of scrutiny.

A successful review requires multiple areas of specialized expertise, including vehicle engineering, systems integration, safety certification, manufacturing quality, and regulatory compliance. A multidisciplinary team is essential to prevent costly redesigns or delays later in the program. The four employees recommended for this trip have been carefully selected to blend the necessary technical experience and skillsets for a successful inspection.

We are sending employees who have experience delivering rail vehicles. When the car bodies arrive at the

facility in Utah, the work will continue. Fleet engineering and maintenance teams will be on site to review the assembly process and ensure the technical work aligns with the contract requirements.

DISCUSSION:

During this visit, the Light Rail Vehicle (LRV) carbody and truck frames will be inspected to confirm manufacturing readiness and compliance with contractual requirements and applicable standards. The inspections will also verify dimensional accuracy, documentation completeness, finish quality, and overall preparedness prior to production release.

In addition to the inspections in Valencia, Spain, the trip will include a short technical visit to Basel, Switzerland to review carborne safety systems relevant to UTA vehicles and support alignment with current industry practices.

Specific inspections / evaluations to include the following:

- FAI Kickoff & Raw Carbody Inspection with confirmation of weld quality and structural readiness baseline
- Dimensional Verification of as-built geometric compliance
- Primer, Paint & Configuration with validation of finish quality and configuration control
- Structural Integrity, Mass & Packaging with confirmation of structural compliance and shipment readiness
- Documentation Review & UTA Sign Off for FAI completion and authorization to proceed
- Communication-Based Train Control (CBTC) Benchmark Review
- CBTC Evaluation and Closeout
- Firm dates for the FAI are currently being finalized by Stadler and will be provided to UTA once confirmed.

Participants:

- Kyle Stockley, General Manager of Maintenance
 - Bryan Sawyer, Director of Fleet Engineering
 - Ryan Gardner, Fleet Engineering Supervisor
 - Sharanjit Saini, Director of Capital Vehicles
-

ALTERNATIVES:

1. Delaying the inspection: This could potentially cause significant changes to the production schedule and ultimately delay the receipt of the finished vehicles.
2. Waiving or altering the Contract requirement: Besides skipping one of the most critical steps in the design process, waiving the FAI requirement or not conducting it at the manufacturer's location could

increase the risk of expensive rework effort, that could result in schedule delays and cost increase.

FISCAL IMPACT:

Planned expense as part of the project - approximately \$6,000/person - includes airfare, hotel, per diem and ground transportation - \$24,000 approximate total.

ATTACHMENTS:

- FAI Agenda 2026

FIRST ARTICLE INSPECTIONS FOR STADLER TRAINS

As part of the First Article Inspections (FAI), Carbody and Truck Frames are planned to be inspected jointly by UTA and Stadler at the point of manufacture, Valencia, Spain between July 19th and August 5th, 2026. During this visit, the Light Rail Vehicle carbody will be inspected to confirm manufacturing readiness, compliance to contractual and applicable standards, dimensional accuracy, documentation, finish quality, and preparedness prior to production release. This trip also includes a short technical visit to Basel, Switzerland for review of their carborne safety systems relevant to UTA vehicles. Firm dates for the FAI are currently being validated by Stadler and will be submitted to UTA as they become available.

Agenda:

Day 1 and 2:

Travel from SLC, United States to Valencia, Spain

Day 3:

FAI Kickoff & Raw Carbody Inspection (Valencia)

- Program kickoff, safety briefing, and agenda confirmation
- Overview of manufacturing process and quality approach
- Raw carbody post welding inspection
 - o Visual weld inspection
 - o Weld map and NDT verification
 - o Material traceability confirmation

Outcome: Confirmation of weld quality and structural readiness baseline

Day 4:

Dimensional Verification (Valencia)

- Datum structure confirmation
- Laser tracker dimensional measurements
- Interface, access, and drainage feature verification
- Review of preliminary dimensional compliance results

Outcome: Verification of as-built geometric compliance

Day 5:

Primer, Paint & Configuration Alignment (Valencia)

- Surface preparation and environmental controls review
- Primer and paint application verification
- Coating thickness, color, gloss, adhesion checks
- Configuration baseline alignment (approved vs. as built)

Outcome: Validation of finish quality and configuration control

Day 6:

Structural Integrity, Mass & Packaging (Valencia)

- Review of structural analysis references and standards compliance
- As built weight and center of gravity verification
- Packaging, corrosion protection, and transport readiness review

Outcome: Confirmation of structural compliance and shipment readiness

Day 7:

Documentation Review & UTA Sign Off (Valencia)

- FAI documentation package review (measurements, certificates, photos)
- Nonconformance review and corrective action alignment (if applicable)
- Configuration baseline approval
- Formal UTA First Article Inspection sign off

Outcome: FAI completion and authorization to proceed

Day 8:

Travel to Basel, Switzerland

Day 9:

CBTC Benchmark Evaluation (Basel)

- Basel Transit CBTC system overview
- Architecture, subsystem interfaces, and operational concept review

Day 10:

CBTC Evaluation & Close Out (Basel)

- Control center visit
- On vehicle CBTC equipment review
- Lessons learned applicable to the UTA program

Day 11:

Return Travel

- Basel → Salt Lake City

FAI participants to include:

1. Kyle Stockley
2. Bryan Sawyer
3. Ryan Gardner
4. Sharanjit Saini



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

TO: Board of Trustees
FROM: Jon Larsen, Chief Capital Services Officer
PRESENTER(S): Dave Osborn, Acting Director of Capital Design and Construction

TITLE:
Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-009: Yellowstone Interlocking Construction (Stacy and Witbeck, Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute Task Order 26-009 and associated disbursements on the on-call infrastructure maintenance task ordering contract with Stacy and Witbeck, Inc. in the amount of \$538,549 to replace the Yellowstone Interlocking on the North/South TRAX line as part of the state of good repair plan.

BACKGROUND:
In December 2023, UTA released a request for procurement (RFP) for an on-call maintenance contractor focused specifically on infrastructure assets. Bids were received and evaluated, and Stacy and Witbeck, Inc. was selected as the winner based on overall scoring using the best value format. The UTA Board of Trustees approved the contract and authorized the Executive Director to execute the master task ordering agreement (MTOA) with Stacy and Witbeck Inc. on April 18, 2024. The MTOA is for three years, plus two one-year options, with a total 5-year not-to-exceed value of \$45,000,000.

Tamping and regulating a rail line are essential maintenance activities that ensure the stability, safety, and smooth operation of a railway track. Tamping involves compacting and adjusting the ballast (the layer of crushed stones beneath and around the ties) to ensure the track is level and properly supported. Regulating involves redistributing and shaping the ballast to maintain the proper profile and ensure it is evenly distributed around the ties. Together, tamping and regulating maintain the integrity and geometry of the rail line, ensuring:

1. Smooth and safe train operations
2. Reduced long-term maintenance costs

3. Prolonged track life

DISCUSSION:

UTA Staff is requesting approval of Task Order 26-009 with Stacy Witbeck, Inc. to complete the removal and replacement of the Yellowstone interlocking in the amount of \$538,549.

The scope of this request includes all time, labor, and other items needed to remove the old #10 turnout and replace it with a new turnout procured under a separate task order.

The work will include changing old wood ties that are susceptible to rot to new concrete ties.

This task order is within the scope of the master task ordering agreement. The task order pricing has been determined to be fair and reasonable based on both a UTA independent cost estimate and performance of a price analysis.

CONTRACT SUMMARY:

Contractor Name	Stacy and Witbeck, Inc.
Contract Number	23-03811-26-009
Existing Contract Start/End Dates	4/18/2024 - 4/30/2027
New Contract Start/End Dates	N/A - N/A
Current Contract Value to Date	\$31,398,823.64
Change/Task Order Amount	\$538,549.00
New Total Contract Value	\$31,937,372.64
Procurement Method	RFP Best Value
Budget Authority	Approved 2026 Capital Budget

ALTERNATIVES

By not replacing the interlocking, the results would be unsafe movement due to deteriorating wood ties. This would expedite track fatigue and failure.

FISCAL IMPACT:

The 2026-2030 approved Five Year Capital Plan includes \$538,549 for this task order. This work will occur in 2026 under the Rail Replacement project (SGR385). These costs will be offset by using federal formula grant funds. These funds are part of UTA's yearly apportionment.

- 2026 Task Order Total: \$538,549.00 (Account # 20-2502.55000.122403)

Total Master Task Ordering Agreement not-to-exceed \$45,000,000

Total Master Task Ordering Agreement remaining balance: \$13,062,627.36

The 2026 approved budget for SGR385 includes \$10,562,000.00 for UTA's Rail Replacement Projects.

Current remaining 2026 approved budget for SGR385: \$2,537,220.47

ATTACHMENTS:

- Task Order: On-Call Infrastructure Maintenance Contract Task Order #26-009: Yellowstone Interlocking Replacement (Stacy and Witbeck, Inc.)



Task Order Request #TO26-009 - Yellowstone Interlocking Replacement

Status	Open	Assignees	Jacob Wouden
Created Date	Apr 13, 2026	Issued Date	Apr 13, 2026
		Location	TO26-009: Yellowstone Interlocking Replacement
Attachments	TO26-009_UTA_Scope.pdf , 26-608- Yellowstone Interlocking Replacement - Scope Letter and Price Proposal.pdf , TO26-009_Budget_Summary.xlsx		

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

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

TASK ORDER IDENTIFICATION

Contract No	23-03811VW		
Contractor Name ("Contractor")	Stacy and Witbeck, Inc.	Contract Start Date	04/19/24
Account Code(s)	20-2502.55000.122403		

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

UTA AND THE CONTRACTOR HEREBY AGREE AS FOLLOWS:

1.0 SCOPE OF SERVICES

2.0 SCHEDULE

The anticipated Substantial Completion Date for this Task is	05/24/26	The anticipated Final Acceptance Date for this Task is	06/20/26
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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	\$538,549.00
Provisional Sum Amount (if applicable). Note: Any unused amount of this provisional sum amount will be deducted from the	N/A	This item is NOT anticipated to use federal funding AND is under UTA's simplified acquisition threshold	N/A - this item requires an ICE

contract upon closeout of the task order.

(\$250,000) and thus requires no ICE. The cost was determined to be fair and reasonable based on (Select ALL that apply)

This item IS anticipated to use federal funding OR is equal to/greater than UTA's simplified acquisition threshold (\$250,000) and requires an Independent Cost Estimate (ICE). I have reviewed and found the ICE within the appropriate range for approval

Yes

Independent Cost Estimate (ICE) link, if applicable [TO26-009_ICE.xlsx](#)

If applicable, provide a brief explanation of your fair & reasonable price determination. Example: "The assessment confirms that pricing is consistent with established cost benchmarks and aligns with previously negotiated rates."

4.0 APPLICABILITY OF FEDERAL CLAUSES

Does this Task Order or Change Order include federal assistance funds which requires the application of the Federal Clauses appended as Exhibit D to the Contract? Yes

If federal assistance funds are anticipated, the UTA Civil Rights group has set a Disadvantaged Business Enterprises (DBE) participation goal for this Task Order of Yes, UTA DBE Program has been temporarily paused

IN WITNESS WHEREOF, THIS TASK ORDER HAS BEEN EXECUTED BY UTA AND CONTRACTOR OR ITS APPOINTED REPRESENTATIVE

UTAH TRANSIT AUTHORITY:

This Task Order includes a Ratification (Corrective action) No

to offset a change w/out documented authorization)

Ratification Description, if applicable

Required Signatures

Project Manager \$0 - 24,999
Legal Review \$50k or greater
Dir. of Capital Projects \$25k - 74,999
Chief Service Dev. Ofcr. \$75k - 249,999
Executive Director \$250,000+
Procurement/Contracts (for all)

Signature (Legal):

By: Mike Bell
70E33A415BA44F6...
Date: 4/13/2026

Signature (Procurement):

By:
Date:

Signature (Project Manager):

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.

By: Jacob Wouden
D5E0DB8278A44C4...
Name: Jacob Wouden
Date: 4/13/2026

Signature (Director):

I have evaluated the content of this item and the scope of work described in the contract and have made the determination that it is within the scope of work contemplated and described by the contracting parties when they executed the original agreement. I have also determined that the pricing is fair and reasonable based on a review of contractor quotes and the original contract rates.

By: David Osborn
AD6AFC15F32A4DE...
Name: David Osborn
Date: 4/13/2026

Signature (Chief Service Development Officer):

By:
Name:
Date:

Signature (Executive Director):

By: Jay Fox, Executive Director
Date:

COMPANY:

COMPANY: Stacy and Witbeck, Inc.

Signature (Contractor)

By: Miguel Gomez
2844C41CCA1D4F2...
Name: Miguel Gomez

Date: 4/13/2026



UTA Scope Task Order #26-009 - Yellowstone Interlocking Replacement

Status	Open	Assignees	Miguel Gomez, Danielle Trujillo
Created Date	Feb 9, 2026	Issued Date	Feb 9, 2026
		Location	TO26-009: Yellowstone Interlocking Replacement

Attachments

SCOPE & DELIVERABLES

Federally Funded Contract? Yes

UTA Scope Letter To whom it may concern,

This document describes the scope of work that is being requested for the following task within the contract:

Background (Provide a brief background to the project.)

The Yellowstone Interlocking on the North/South TRAX Line has reached the end of its useful service life and requires full replacement to maintain safe and reliable operations. Inspections have identified ongoing condition and performance issues within the interlocking that impact track geometry, switch functionality, and long-term maintainability. This project is included in the FTA-mandated Transit Asset Management (TAM) Plan and supports a state of good repair by replacing aging interlocking components with modern, compliant infrastructure. The replacement will improve operational reliability, reduce maintenance-related service disruptions, and enhance overall system safety. In addition to rail operations, the interlocking replacement will improve ride quality and passenger comfort by correcting surface irregularities and alignment issues. Completion of this work will extend the service life of the interlocking, reduce lifecycle maintenance costs, and ensure continued safe operation of rail users along the N/S TRAX Line.

Scope of Work (Clearly identify expectations and deliverables)

Remove the current Interlocking and wood ties and replace with new double interlocking with Concrete tie package from Nortack that was ordered under a separate task order.

Project Exclusions

Power down.
 Signals

Define Contractor Responsibilities

The Contractor shall furnish all labor, materials, equipment, supervision, and coordination necessary to complete the replacement of the Yellowstone Interlocking in accordance with UTA standards, FRA/FTA requirements, and applicable local codes.

1. Pre-Construction & Coordination
 - Review contract documents, plans, specifications, and applicable standards.
 - Attend pre-construction meetings and coordinate work activities with UTA Rail Operations, Signals, Traction Power, and Maintenance of Way.
 - Develop and submit work plans, schedules, phasing, and outage requests for approval.
 - Prepare and submit site-specific safety plans, job hazard analyses (JHAs), and traffic control plans as required.
2. Site Preparation & Demolition
 - Perform utility locating and field verification prior to construction.
 - Remove and properly dispose of existing interlocking components, including trackwork, special trackwork, signal/switch components, foundations, and appurtenances designated for replacement.
 - Protect adjacent track, OCS, signals, roadway infrastructure, and third-party utilities throughout construction.
3. Civil & Trackwork
 - Excavate and prepare subgrade; place and compact sub ballast and ballast in accordance with specifications.
 - Install new interlocking trackwork, special trackwork, ties, fasteners, rail, and turnout components.
 - Perform rail installation, welding, anchoring, surfacing, lining, and tamping to achieve final geometry.
 - Restore track to design alignment, profile, and cross-level suitable for revenue service.

Asset Tracking: If applicable, a provisional UTA Asset List has been included in the Attachments of this Scope. **Note: Contractor will ultimately be responsible for providing asset information to UTA, including part number, serial number, and cost.**

Warranty Details not included here

TASK ORDER INFORMATION

Contract or PO#	23-03811VW	Contractor Name ("Contractor")	Stacy and Witbeck, Inc.
Subledger	SGR385	TASK ORDER NO#	26-009
TASK ORDER NAME	Yellowstone Interlocking Replacement		

SCHEDULE

Project Timeline An estimated timeline for delivering the project, as anticipated by UTA, is included in the Attachments of this Scope. Please note that this schedule may be subject to change due to unforeseen events. **Note: The contractor is required to submit a detailed schedule with their proposal.**

BUDGET & FUNDING

Independent Cost Estimate or Fair and Reasonable Determination (Check applicable option)	ICE (Required for over \$250,000 total project costs)	Select all required federal compliance and grant requirements	Buy America, Certified Payroll, DBE SBE Goals, Federal Financial Reporting (FFR)
---	---	--	--

<p>This item is not anticipated to use federal funding AND is under UTA's simplified acquisition threshold (\$250,000) and requires no ICE. The cost was determined to be fair and reasonable based on:</p>	<p>Comparison of proposed prices with prices obtained through market research for the same or similar items.</p>	<p>This item is anticipated to use federal funding OR is equal to/greater than UTA's simplified acquisition threshold (\$250,000) and thus requires an Independent Cost Estimate (ICE). I have reviewed and found the ICE within the appropriate range for approval</p>	<p>Yes</p>
--	--	--	------------

Type of Estimate Lump Sum

APPROVALS

Stakeholder Review & Acknowledgement I have reviewed the attached Scope of Work document and approve its content as accurately reflecting the requirements of my department. I understand that this document outlines the specific work to be performed and serves as a basis for the project planning and execution.

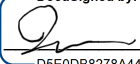
Signature (Stakeholder): By: N/A
 Name: _____
 Job Title: _____
 Department Name: _____
 Date: _____

**UTA Project
Manager Contact
Information**

Please contact the Project Manager if you have any questions.

Sincerely,

DocuSigned by:

By:  _____

D5E0DB8278A44C4...

Name: Jacob Wouden

Title: Rail Infrastructure pm

Email: jwouden@rideuta.com

Phone: 8019491354

Date: 4/13/2026

Utah Transit Authority

STACYWITBECK

April 3, 2026

On Call Services

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

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

Subject: 26-617 – Yellowstone Interlocking Replacement (TO 26-009)

Dear Jake:

We are pleased to provide the attached cost estimate to perform the removal and replacement of the current Yellowstone Interlocking with a new double interlocking with the concrete tie package from Nortrak ordered under a separate task order. Work includes transportation and assembly of the interlocking, removal of the existing trackwork, turnout material distribution, welding and the related distress and tamping and regulating of the new trackwork and related approaches.

Inclusions:

The Contractor shall furnish all labor, materials, equipment, supervision, and coordination necessary to complete the replacement of the Yellowstone Interlocking in accordance with UTA standards, FRA/FTA requirements, and applicable local codes.

1. Pre-Construction & Coordination

- Review contract documents, plans, specifications, and applicable standards.
- Attend pre-construction meetings and coordinate work activities with UTA Rail Operations, Signals, Traction Power, and Maintenance of Way.
- Develop and submit work plans, schedules, phasing, and outage requests for approval.
- Prepare and submit site-specific safety plans, job hazard analyses (JHAs), and traffic control plans as required.

2. Site Preparation & Demolition

- Perform utility locating and field verification prior to construction.
- Remove and properly dispose of existing interlocking components, including trackwork, special trackwork, signal/switch components, foundations, and appurtenances designated for replacement.

1958 West North Temple
Salt Lake City, UT 84116
801.666.7840 (office) 801.432.7849 (fax)

STACYWITBECK

- Protect adjacent track, OCS, signals, roadway infrastructure, and third-party utilities throughout construction.

3. Civil & Trackwork

- Excavate and prepare subgrade; place and compact sub ballast and ballast in accordance with specifications.
- Install new interlocking trackwork, special trackwork, ties, fasteners, rail, and turnout components.
- Perform rail installation, welding, anchoring, surfacing, lining, and tamping to achieve final geometry.
- Restore track to design alignment, profile, and cross-level suitable for revenue service.

- Work is planned to take place during a scheduled shutdown between May 24th 2026 and June 20th 2026

Exclusions:

- Railroad Flagging
- Track to Earth Testing
- Sales Tax on Permanent Materials
- OCS power down
- Taking crossings and signals out of service
- Any signal or comm related work items
- Grade Stabilization outside of Trackway
- Other Track Materials (Rail Boot, Steel Ties & Hardware)

Clarifications:

- Please see detailed list of each bid item below.
- The unit costs for each bid item include the costs of insurance, bond, and risk at the agreed upon rates.
- We are excluding all utility relocations and conflicts from our pricing. Any conflicts or relocations will need to be addressed as a change of condition.
- The scope of work is inclusive of only the items and scope that are listed below. Any other items of work or changes to the below scope will need to be repriced.

Bid Item 1000 – Field Engineering and Project Controls – 1 LS – Total of \$48,240.00 – This bid item includes Stacy and Witbeck field support from field engineer and project supervision to manage construction. The field engineer will also perform pre-task planning and coordination with UTA. This item also includes office manager time for payroll and accounts payable.

1958 West North Temple
Salt Lake City, UT 84116
801.666.7840 (office) 801.432.7849 (fax)

STACYWITBECK

Bid Item 2000 – Safety Program and Administration – 1 LS – Total of \$5,178.00 – Cost of Safety Supplies, safety personnel to visit the site, and incidental drug testing.

Bid Item 3000 – QC Program & Testing – 1 LS – Total \$12,506.00 – This bid item includes cost for SWI QC manager and Consolidated Engineering Laboratories to provide field and lab technicians to test and monitor materials. Also includes their management personnel to oversee testing and documentation. Includes weld testing performed by Quality Testing & Inspection (QTI).

Bid Item 4000 – Mobilization – 1 LS – Total \$53,950.00 – This bid item includes the cost for mobilizing heavy equipment to and from the project site as needed before, during and after construction. This includes rail and high rail equipment necessary to move both equipment and materials from Beck Yard to the work zone. Cost is also included for use of the staging area and cleaning up the jobsite and staging area once work is completed.

Bid Item 5500– Key Personnel Travel & Subsistence – 1 LS – Total \$10,433.00 – This bid item includes cost to provide travel arrangements and subsistence for key track personnel for the duration of the work in the scheduled shutdown.

Bid Item 7000 – Yellowstone Interlocking Construction– 1 LS – Total \$370,573.00 – This bid item includes all costs for constructing the Yellowstone Interlocking. Construction work includes pre-building the turnouts at the on-site staging area. Once pre-assembled work will follow with the removal of existing trackwork, ballast placement, rail distribution, welding, tamping and distressing of the track to return the interlocking to working order.

Bid Item 100000 – Fee (7.5%) – 1 LS – Total of \$37,573.00 – This is the agreed to 7.5% GMGC fee. This is 7.5% of the subtotal Bid Price of \$500,976.

The total price for this scope of work is **\$538,549**.

If you have any questions, please contact me.

Sincerely,
Stacy and Witbeck, Inc.

Miguel Gomez
Project Manager

1958 West North Temple
Salt Lake City, UT 84116
801.666.7840 (office) 801.432.7849 (fax)

04/03/2026 9:21
 26-608 Yellowstone Interlocking Construction
 *** Gomez, Miguel MG

BID TOTALS

<u>Biditem</u>	<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Bid Total</u>
1000	Field Engineering & Project Controls	1.000	LS	48,240.00	48,240.00
2000	Safety Program & Administration	1.000	LS	5,178.00	5,178.00
3000	QC Program & Testing	1.000	LS	12,506.00	12,506.00
5000	Mobilization	1.000	LS	53,950.00	53,950.00
5500	Key Personnel & Travel Subsistence	1.000	LS	10,433.00	10,433.00
6000	Yellowstone Interlocking Construction	1.000	LS	370,669.00	370,669.00

Subtotal \$500,976.00

100000	Fee (7.5%)	1.000	LS	37,573.00	37,573.00
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Bid Total =====> \$538,549.00

Stacy and Whitebeck On-Call Maintenance Contract #23-03811

Original Contract Amount	45,000,000.00
Change Orders	-
Total Expenditures to Date	31,937,372.64
Remaining Balance	13,062,627.36

Year	TO #	Stacy Proposal Title	Proposal #	Cost	Change Order	Project Budget Allocation	Running Contract Total	Board Approval (if appl.)	Subledger	Account number	Est Completion Date	Notes
2024	24-015	3900 S Grade Crossing	24-014	\$ 392,230.00	\$ -	\$ 392,230.00	\$ 392,230.00	6/12/2024	SGR393	40-7393.63000.1002		
2024	24-012	100 E American Fork Frontrunner Grade Crossing	24-006	\$ 132,528.00	\$ -	\$ 132,528.00	\$ 524,758.00	N/A	SGR393	40-7393.63000.1002		
2024	24-022	1700 S Grade Crossing	24-016	\$ 332,276.00	\$ -	\$ 332,276.00	\$ 857,034.00	6/26/2024	SGR393	40-7393.63000.1002		
2024	24-023	1300 S Grade Crossing	24-017	\$ 273,834.00	\$ -	\$ 273,834.00	\$ 1,130,868.00	6/9/2024	SGR393	40-7393.63000.1002		
2024	24-042	July-Dec Pre-Construction Fees	Letter 1	\$ 299,520.00	\$ -	\$ 299,520.00	\$ 1,430,388.00	7/31/2024	SGR385	40-7385.63000.1010		
2024	24-038	100 W Grade Crossing	24-018	\$ 324,236.00	\$ -	\$ 324,236.00	\$ 1,754,624.00	7/31/2024	SGR393	40-7393.63000.1002		
2024	24-029	Library Area Trackbeds	24-031	\$ 117,159.00	\$ -	\$ 117,159.00	\$ 1,871,783.00	N/A	SGR385	40-7385.63000.1010		
2024	24-029	Rambutan Crossing Foam Injection	24-029	\$ 27,783.00	\$ -	\$ 27,783.00	\$ 1,899,566.00	N/A	SGR385	40-7385.63000.1010		
2024	24-036	Sarfield tie and ballast replacement	24-008	\$ 270,703.00	\$ -	\$ 270,703.00	\$ 2,170,269.00	8/14/2024	SGR401	40-7401.63000.1011		
2024	24-025	Parkway Ave Grade Crossing	24-020	\$ 309,677.00	\$ -	\$ 309,677.00	\$ 2,479,946.00	8/14/2024	SGR393	40-7393.63000.1002		
2024	24-026	8400 S Grade Crossing	24-021	\$ 353,051.00	\$ -	\$ 353,051.00	\$ 2,832,997.00	8/14/2024	SGR393	40-7393.63000.1002		
2024	24-046	Union Interlocking Trackwork Install	24-019	\$ 246,686.00	\$ -	\$ 246,686.00	\$ 3,079,683.00	8/14/2024	SGR385	40-7385.63000.1010		
2024	24-043	Rambutan Way Foam Stabilization	24-029	\$ 27,783.00	\$ -	\$ 27,783.00	\$ 3,107,466.00	N/A	SGR385	40-7385.63000.1010		
2024	24-052	13900/9200 S Bus Stops	24-036	\$ 899,433.00	\$ -	\$ 899,433.00	\$ 3,997,899.00	9/12/2024	MSP307	40-3207.63000.2001		
2024	24-019	1024-019 Main Street FR Grade Crossing	24-028	\$ 181,323.00	\$ -	\$ 181,323.00	\$ 4,179,222.00	N/A	SGR393	40-7393.63000.1002		
2024	24-020	3900 S Frontrunner Grade Crossing	24-015	\$ 120,978.00	\$ -	\$ 120,978.00	\$ 4,300,200.00	N/A	SGR393	40-7393.63000.1002		
2024	24-045	Center Street NSL FR Crossing	24-034	\$ 140,256.00	\$ -	\$ 140,256.00	\$ 4,440,456.00	N/A	SGR385	40-7385.63000.1010		
2024	24-035	Webby Canal Repair	24-025	\$ 64,243.00	\$ -	\$ 64,243.00	\$ 4,504,739.00	N/A	SGR385	40-7385.63000.1010		
2024	24-018	Front Runner Tamping 04	Agreed Rates for Tamping	\$ 199,000.00	\$ -	\$ 199,000.00	\$ 4,703,739.00	N/A	SGR385	40-7385.63000.1010		
2024	24-029	Tie Tamping	Agreed Rates for Tamping	\$ 199,000.00	\$ -	\$ 199,000.00	\$ 4,902,739.00	N/A	SGR385	40-7385.63000.1010		
2024	23-129	Rio Grand OC Pole Relocation	24-010	\$ 41,307.00	\$ -	\$ 41,307.00	\$ 4,944,046.00	N/A	SGR385	40-7385.63000.1010		
2025	25-004	2025 Frontrunner Tamping	25-001	\$ 800,000.00	\$ -	\$ 800,000.00	\$ 5,744,046.00	1/15/2025	SGR385	40-7385.63000.1010		
2024	24-047	Centerville Fraz Repair	24-037	\$ 48,103.00	\$ -	\$ 48,103.00	\$ 5,792,149.00	N/A	SGR385	40-7385.63000.1010		
2024	24-040	HRSC Fire Line Repair	24-032	\$ 192,978.00	\$ -	\$ 192,978.00	\$ 5,985,127.00	N/A	SGR393	40-7393.63000.1002		
2024	24-050	Midvale Freight Yard Derailment	24-037	\$ 129,068.00	\$ -	\$ 129,068.00	\$ 6,114,195.00	N/A	SGR385	40-7385.63000.1010		
2024	24-051	Power Station Water Line Repair	24-032	\$ 40,153.00	\$ -	\$ 40,153.00	\$ 6,154,348.00	N/A	SGR385	40-7385.63000.1010		
2025	25-001	Project Management Fees	Letter 02 - PM Fees	\$ 626,080.00	\$ -	\$ 626,080.00	\$ 6,780,428.00	2/28/2025	SGR385	40-7385.63000.1010		
2025	25-007	8800 S Concrete	25-002	\$ 35,807.00	\$ -	\$ 35,807.00	\$ 6,816,235.00	N/A	SGR403	40-7403.68000.8003		
2025	24-049	Midvale Concrete Pad and Stairs	24-039	\$ 37,478.00	\$ -	\$ 37,478.00	\$ 6,853,713.00	N/A	SGR385	40-7385.63000.1010		
2025	25-048	Fieldhouse	25-003	\$ 7,052,807.00	\$ -	\$ 7,052,807.00	\$ 13,906,520.00	N/A	SGR385	40-7385.63000.1011		
2025	24-054	Dry Creek Siding	24-043	\$ 63,989.00	\$ -	\$ 63,989.00	\$ 7,316,296.00	N/A	SGR385	20-7385.63000.1011		
2025	24-059	H50 E OTM	25-006	\$ 155,900.00	\$ -	\$ 155,900.00	\$ 7,472,196.00	N/A	SGR385	20-7385.63000.1010		
2025	24-056	Midvale Yard Asphalt Crossing	25-004	\$ 32,542.00	\$ -	\$ 32,542.00	\$ 7,504,738.00	N/A	SGR393	40-7393.63000.1002		
2025	24-057	Dayspark Station Conduct Run	25-007	\$ 35,085.00	\$ -	\$ 35,085.00	\$ 7,539,823.00	N/A	MSP300	40-3300.63000.2001		
2025	24-058	Crossing Platform End Change	25-005	\$ 53,641.00	\$ -	\$ 53,641.00	\$ 7,593,464.00	N/A	SGR393	40-7393.63000.1002		
2025	25-001	Bus Stops B & J	24-036	\$ 66,711.00	\$ -	\$ 66,711.00	\$ 7,660,175.00	N/A	MSP307	40-3207.63000.2001		
2025	25-001	19th South Grade Crossing	25-010	\$ 569,173.00	\$ -	\$ 569,173.00	\$ 8,229,348.00	3/27/2025	SGR393	40-7393.63000.1002		
2025	25-021	SGR OTM and Rail Buy	25-014	\$ 1,045,584.00	\$ -	\$ 1,045,584.00	\$ 9,274,932.00	4/9/2025	SGR393	20-7393.63000.1002		
2025	25-003	Riser Interlocking Construction	25-011	\$ 2,457,496.00	\$ -	\$ 2,457,496.00	\$ 11,732,428.00	4/9/2025	SGR385	20-7385.63000.1010		
2025	25-022	H50 E Interlocking Construction	25-012	\$ 4,073,652.00	\$ -	\$ 4,073,652.00	\$ 15,806,080.00	4/23/2025	SGR385	20-7385.63000.1010		
2025	25-015	8400 to 9800 S Destraining	25-015	\$ 162,500.00	\$ -	\$ 162,500.00	\$ 15,968,580.00	N/A	SGR385	20-7385.63000.1011		
2025	25-016	2nd South to 6th West Rail Transpass/Destrain	25-016	\$ 193,039.00	\$ -	\$ 193,039.00	\$ 15,961,619.00	N/A	SGR385	20-7385.63000.1011		
2025	25-017	600 W to North Temple Rail Replacement/Destrain	25-017	\$ 179,517.00	\$ -	\$ 179,517.00	\$ 16,141,136.00	N/A	SGR385	20-7385.63000.1011		
2025	25-020	CWR, weeding and rail distribution	25-018	\$ 197,800.00	\$ -	\$ 197,800.00	\$ 16,338,936.00	N/A	SGR385	20-7385.63000.1011		
2025	25-025	MB7 Concrete Sidewalk	25-019 R1	\$ 49,788.00	\$ -	\$ 49,788.00	\$ 16,388,724.00	N/A	FMA679	40-1679.63000.3001		
2025	25-027	UHQ Sidewalk	25-020	\$ 49,429.00	\$ -	\$ 49,429.00	\$ 16,438,153.00	N/A	FMA679	40-1679.63000.3001		
2025	25-014	1 tie welded to Bolted Connections	25-021	\$ 652,168.00	\$ -	\$ 652,168.00	\$ 17,090,321.00	5/14/2025	SGR404	40-7404.68000.8003 (\$52,629.00) 40-7404.63000.1010 (\$547,806.00) 40-7404.68000.8007 (\$5,318.00) 40-7404.63000.1010 (\$93,118.00)		
2025	25-032	Track Bows by 5th South	25-022	\$ 127,275.00	\$ -	\$ 127,275.00	\$ 17,217,596.00	N/A	SGR404	40-7404.68000.8003 (\$5,318.00) 40-7404.63000.1010 (\$547,806.00) 40-7404.68000.8007 (\$5,318.00)		
2025	25-033	Boonville to Farmington Bus Stops (4)	25-023 R1	\$ 118,153.00	\$ -	\$ 118,153.00	\$ 17,335,749.00	N/A	MSP156	40-3156.63000.2001		
2025	24-018	3900 S Trax Grade Crossing R1	24-018 R1	\$ 353,826.00	\$ -	\$ 353,826.00	\$ 17,689,575.00	6/12/2025	SGR393	40-7393.63000.1002		
2025	24-027	9000 S Grade Crossing R1	24-027 R1	\$ 533,082.00	\$ -	\$ 533,082.00	\$ 18,220,707.00	6/11/2025	SGR393	40-7393.63000.1002		
2025	25-011	South Temple Vault Repair	25-025	\$ 43,541.00	\$ -	\$ 43,541.00	\$ 18,264,248.00	N/A	SGR385	40-7385.63000.1010		
2025	25-009	Interlocking Procurement	25-027	\$ 3,297,977.00	\$ -	\$ 3,297,977.00	\$ 21,562,225.00	8/13/2025	SGR385	40-7385.63000.1010		
2025	25-023	Fireday Ave Grade Crossing	25-029	\$ 283,745.00	\$ -	\$ 283,745.00	\$ 21,845,970.00	8/13/2025	SGR393	40-7393.63000.1002		
2025	25-024	Central Ave Grade Crossing	25-028	\$ 464,013.00	\$ -	\$ 464,013.00	\$ 22,309,983.00	8/13/2025	SGR393	40-7393.63000.1002		
2025	25-035	Diak Damaged Concrete and Warranty Work	SWI CCR 105	\$ 121,564.64	\$ -	\$ 121,564.64	\$ 22,431,547.64	N/A	MSP185	20-2121.68912.14044008 (\$18,099.70) 20-2121.68912.14044008 (\$18,099.70)		
2025	25-029	2025 Emergency Task Orders	25-031	\$ 245,000.00	\$ -	\$ 245,000.00	\$ 22,676,547.64	N/A	SGR385	20-7385.63000.1011		
2025	25-043	MDW training yard (TELC)	25-030	\$ 3,162,902.00	\$ -	\$ 3,162,902.00	\$ 25,839,449.64	9/25/2025	MSP271	40-3271.63000.3005		
2025	25-034	Green Line Pre-concrete Rail Procurement	25-034	\$ 609,697.00	\$ -	\$ 609,697.00	\$ 26,449,146.64	9/25/2025	SGR385	20-7385.63000.1010		
2026	26-001	2026 PM/CM Fees	Letter 03 - PM Fees	\$ 657,280.00	\$ -	\$ 657,280.00	\$ 27,106,426.64	10/22/2025	SGR385	20-7385.63000.1010		
2025	25-034	L2th and Washington Construction	25-024	\$ -	\$ -	\$ -	\$ 27,106,426.64	N/A	SGR407	40-7407.68000.8003	Was cancelled	
2025	25-038	HRD-UCP and HRD-S1 Bus Stops	25-035	\$ 94,007.00	\$ -	\$ 94,007.00	\$ 27,200,433.64	N/A	MSP156	40-3156.63000.2001		
2025	25-046	MSP301 29 Bus Stops	25-037	\$ 655,493.00	\$ -	\$ 655,493.00	\$ 27,855,926.64	11/2/2025	MSP301	20-2338.63000.11331002	12/31/2025	
2025	25-047	Warming Center Bus Stop Relocation	25-043	\$ 45,307.00	\$ -	\$ 45,307.00	\$ 27,901,233.64	N/A	SGR407	40-7407.Mary	Mid-Nov	
2025	25-050	UT County Bus Stops (7)	25-037	\$ 201,412.00	\$ -	\$ 201,412.00	\$ 28,102,645.64	N/A	MSP301	20-2338.63000.11331002/2002	End of Nov	
2025	25-044	U Procurement	25-036	\$ 227,676.00	\$ -	\$ 227,676.00	\$ 28,330,321.64	N/A	SGR393	40-7393.63000.5008		
2025	25-041	Coupler Cases at 450E and Rice	25-041	\$ 78,408.00	\$ -	\$ 78,408.00	\$ 28,408,729.64	N/A	SGR404	40-7404.63000.1010		
2025	25-052	TELC Rail Removal	25-040	\$ 53,122.00	\$ -	\$ 53,122.00	\$ 28,461,851.64	N/A	MSP247	40-3247.63000.3001		
2025	25-048	R1 Tie Replacement	25-047	\$ 214,809.00	\$ -	\$ 214,809.00	\$ 28,676,660.64	N/A	SGR385	40-7385.63000.1012		
2025	25-049	L1 Tie Replacement	25-046	\$ 192,0								

Stacy Whitbeck Contract Ledger

Total Task Orders Obligated to Date **45,000,000.00**

Payments	Amount Due
PP#1	\$ 316,872.00
PP#2	\$ 392,230.00
PP#3	\$ 780,869.00
PP#4	\$ 855,787.60
PP#5	\$ 577,393.06
PP#6	\$ 661,447.52
PP#7	\$ 526,403.01
PP#8	\$ 507,197.35
PP#9	\$ 620,663.22
PP#10	\$ 534,079.11
PP#11	
PP#12	
PP#13	
PP#14	
PP#15	
PP#16	
PP#17	
PP#18	

Total Payments **\$5,772,941.87**

Remaining Balance of Obligated Projects **39,227,058.13**



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

TO: Board of Trustees
FROM: Jon Larsen, Chief Capital Services Officer
PRESENTER(S): Dave Osborn, Acting Director of Capital Design and Construction

TITLE:
Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-010: Union Interlocking Construction (Stacy and Witbeck, Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute Task Order No. 26-010 and associated disbursements on the on-call infrastructure maintenance task ordering contract with Stacy and Witbeck, Inc. in the amount of \$507,175 to replace frogs, diamond and running rail at the Union Interlocking on the North/South TRAX line as part of the state of good repair plan.

BACKGROUND:
On April 17, 2024, the UTA Board of Trustees approved the contract and authorized the Executive Director to execute the master task ordering agreement (MTOA) with Stacy and Witbeck Inc. for on-call maintenance services focused specifically on infrastructure assets. The MTOA is contracted for a period of three years, plus two one-year options, with a total 5-year not-to-exceed amount of \$45,000,000.

Tamping and regulating a rail line are essential maintenance activities that ensure the stability, safety, and smooth operation of a railway track. Tamping involves compacting and adjusting the ballast (the layer of crushed stones beneath and around the ties) to ensure the track is level and properly supported. Regulating involves redistributing and shaping the ballast to maintain the proper profile and ensure it is evenly distributed around the ties. Together, tamping and regulating maintain the integrity and geometry of the rail line, ensuring:

1. Smooth and safe train operations
2. Reduced long-term maintenance costs
3. Prolonged track life

DISCUSSION:

UTA Staff is requesting approval of Task Order 26-010 with Stacy and Witbeck, Inc. to complete the removal and replacement of frogs, diamond and running/restraining rail at the Union Interlocking (2100 South at Central Pointe Station) in the amount of \$507,175.

The scope of this request includes all time, labor, and other items needed to remove the old diamond, frogs (4) and replace 200 track feet of running and restraining rail.

These are essential maintenance activities that ensure stability, safety, and smooth operation of railway cars through the interlocking. This task order is within the scope of the master task ordering agreement.

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

CONTRACT SUMMARY:

Contractor Name	Stacy and Witbeck, Inc.
Contract Number	23-03811-26-010
Existing Contract Start/End Dates	4/19/2024 - 4/30/2027
New Contract Start/End Dates	N/A - N/A
Current Contract Value to Date	\$31,937,373
Change/Task Order Amount	\$507,175
New Total Contract Value	\$32,444,548
Procurement Method	RFP Best Value
Budget Authority	Approved 2026 Capital Budget

ALTERNATIVES

Running Rail would exceed safe gauge resulting in derailment. Frog points could be damaged from impacting wheels, resulting in rough ride or derailment.

FISCAL IMPACT:

The 2026 Capital Budget and the 2026-2030 approved Five Year Capital Plan includes \$507,175.00 for this requested Task Order. This work will occur in 2026 under the Rail Replacement Project (SGR385). These costs will be offset by using federal formula grant funds. These funds are part of UTA's yearly apportionment.

- 2026 Task Order Total: \$507,175 Account # 20-2502.55000.122403

Total Master Task Ordering Agreement not-to-exceed \$45,000,000

Total Master Task Ordering Agreement remaining balance: \$12,555,452

The 2026 approved budget for SGR385 includes \$10,562,000 for UTA's Rail Replacement Projects.

Current remaining 2026 approved budget for SGR385: \$1,798,727

ATTACHMENTS:

- Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-010: Union Interlocking Construction (Stacy and Witbeck, Inc.)



Task Order Request #TO26-010 - Union 2.0 Construction

Status	Open	Assignees	Jacob Wouden
Created Date	Apr 14, 2026	Issued Date	Apr 14, 2026
		Location	TO26-010: Union 2.0 Construction

Attachments [TO26-010_UTA_Scope.pdf](#), [26-617 - Union 2.0 - Scope Letter and Price Proposal.pdf](#), [TO26-010_Budget_Summary.xlsx](#)

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

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

TASK ORDER IDENTIFICATION

Contract No	23-03811VW		
Contractor Name ("Contractor")	Stacy and Witbeck, Inc.	Contract Start Date	04/19/24
Account Code(s)	20-2502.55000.122403		

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

UTA AND THE CONTRACTOR HEREBY AGREE AS FOLLOWS:

1.0 SCOPE OF SERVICES

2.0 SCHEDULE

The anticipated Substantial Completion Date for this Task is	05/29/26	The anticipated Final Acceptance Date for this Task is	05/31/26
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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	\$507,175.00
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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		This item is NOT anticipated to use federal funding AND is under UTA's simplified acquisition threshold (\$250,000) and thus	N/A - this item requires an ICE
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closeout of the task order.

requires no ICE. The cost was determined to be fair and reasonable based on (Select ALL that apply)

This item IS anticipated to use federal funding OR is equal to/greater than UTA's simplified acquisition threshold (\$250,000) and requires an Independent Cost Estimate (ICE). I have reviewed and found the ICE within the appropriate range for approval

Yes

Independent Cost Estimate (ICE) link, if applicable [TO26-010_ICE.xlsx](#)

If applicable, provide a brief explanation of your fair & reasonable price determination. Example: "The assessment confirms that pricing is consistent with established cost benchmarks and aligns with previously negotiated rates."

4.0 APPLICABILITY OF FEDERAL CLAUSES

Does this Task Order or Change Order include federal assistance funds which requires the application of the Federal Clauses appended as Exhibit D to the Contract? Yes

If federal assistance funds are anticipated, the UTA Civil Rights group has set a Disadvantaged Business Enterprises (DBE) participation goal for this Task Order of N/A, UTA DBE Program has been temporarily paused

IN WITNESS WHEREOF, THIS TASK ORDER HAS BEEN EXECUTED BY UTA AND CONTRACTOR OR ITS APPOINTED REPRESENTATIVE

UTAH TRANSIT AUTHORITY:

This Task Order includes a Ratification (Corrective action to offset a change) No

w/out documented authorization)

Ratification Description, if applicable

Required Signatures

Project Manager \$0 - 24,999
Legal Review \$50k or greater
Dir. of Capital Projects \$25k - 74,999
Chief Service Dev. Ofcr. \$75k - 249,999
Executive Director \$250,000+
Procurement/Contracts (for all)

Signature (Legal):

Signed by:
By: Tim Merrill
Date: 4/20/2026

Signature (Procurement):

By:
Date:

Signature (Project Manager):

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.

DocuSigned by:
By: Jacob Wouden
Date: 4/14/2026

Signature (Director):

I have evaluated the content of this item and the scope of work described in the contract and have made the determination that it is within the scope of work contemplated and described by the contracting parties when they executed the original agreement. I have also determined that the pricing is fair and reasonable based on a review of contractor quotes and the original contract rates.

DocuSigned by:
By: David Osborn
Date: 4/20/2026

Signature (Chief Service Development Officer):

By:
Name:
Date:

Signature (Executive Director):

By: Jay Fox, Executive Director
Date:

COMPANY:

COMPANY: Stacy and Witbeck, Inc.

Signature (Contractor)

Signed by:
By: Miguel Gomez
Name: Miguel Gomez

Date: 4/20/2026

STACYWITBECK

April 3, 2026

On Call Services

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

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

Subject: 26-617 – Union 2.0 (TO 26-010)

Dear Jake:

We are pleased to provide the attached cost estimate to perform trackwork replacement at the Union Interlocking just south of Central Pointe Station on Mainline TRAX. Work includes the replacement of a diamond, 2 frogs, pre-curved rail sections and installation of related insulated joints (IJs) and restraining rail. This also includes work related rail destress and tamping and regulating of ballast to re-establish proper line, surface and track stability.

Inclusions:

- Work is planned to take place during a scheduled shutdown between May 24th 2026 and June 20th 2026

Exclusions:

- Railroad Flagging
- Track to Earth Testing
- Sales Tax on Permanent Materials
- OCS power down
- Taking crossings and signals out of service
- Any signal or comm related work items
- Grade Stabilization outside of Trackway
- Other Track Materials (Rail Boot, Steel Ties & Hardware)

1958 West North Temple
Salt Lake City, UT 84116
801.666.7840 (office) 801.432.7849 (fax)

STACYWITBECK

Clarifications:

- Please see detailed list of each bid item below.
- The unit costs for each bid item include the costs of insurance, bond, and risk at the agreed upon rates.
- We are excluding all utility relocations and conflicts from our pricing. Any conflicts or relocations will need to be addressed as a change of condition.
- The scope of work is inclusive of only the items and scope that are listed below. Any other items of work or changes to the below scope will need to be repriced.

Bid Item 1000 – Field Engineering and Project Controls – 1 LS – Total of \$53,173.00 – This bid item includes Stacy and Witbeck field support from field engineer and project supervision to manage construction. The field engineer will also perform pre-task planning and coordination with UTA. This item also includes office manager time for payroll and accounts payable.

Bid Item 2000 – Safety Program and Administration – 1 LS – Total of \$7,730.00 – Cost of Safety Supplies, safety personnel to visit the site, and incidental drug testing.

Bid Item 3000 – QC Program & Testing – 1 LS – Total \$12,180.00 – This bid item includes cost for SWI QC manager and Consolidated Engineering Laboratories to provide field and lab technicians to test and monitor materials. Also includes their management personnel to oversee testing and documentation. Includes weld testing performed by Quality Testing & Inspection (QTI).

Bid Item 4000 – Mobilization – 1 LS – Total \$33,904.00 – This bid item includes the cost for mobilizing heavy equipment to and from the project site as needed before, during and after construction. This includes rail and high rail equipment necessary to move both equipment and materials from Beck Yard to the work zone. Cost is also included for use of the staging area, and cleaning up the jobsite and staging area once work is completed.

Bid Item 5500– Key Personnel Travel & Subsistence – 1 LS – Total \$12,709.00 – This bid item includes cost to provide travel arrangements and subsistence for key track personnel for the duration of the work in the scheduled shutdown.

Bid Item 6000 – Union 2.0 Material Procurement– 1 LS – Total \$110,738.00 – This bid item includes the cost for procuring remaining rail and OTM for construction not previously procured like pre-curved rail, tie plates, restraining rail and running rail. All materials were procured through Voestalpine Nortrak.

Bid Item 7000 – Union 2.0 Interlocking Construction– 1 LS – Total \$241,372.00 – This bid item includes all costs for constructing the Union 2.0 Interlocking. Construction work includes pre-building of frogs, IJs, pre-curved rail, restraining rail and the diamond at the on-site staging area. Once pre-assembled work

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801.666.7840 (office) 801.432.7849 (fax)

STACYWITBECK

will follow with the removal of existing trackwork, ballast placement, rail distribution, welding, tamping and distressing of the track to return the interlocking to working order.

Bid Item 100000 – Fee (7.5%) – 1 LS – Total of \$35,369.00 – This is the agreed to 7.5% GMGC fee. This is 7.5% of the subtotal Bid Price of \$471,806.

The total price for this scope of work is **\$507,175**.

If you have any questions, please contact me.

Sincerely,
Stacy and Witbeck, Inc.

Miguel Gomez
Project Manager

1958 West North Temple
Salt Lake City, UT 84116
801.666.7840 (office) 801.432.7849 (fax)

04/03/2026 8:16
 26-617 Union 2.0
 *** Gomez, Miguel MG

BID TOTALS

<u>Biditem</u>	<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Bid Total</u>
1000	Field Engineering & Project Controls	1.000	LS	53,173.00	53,173.00
2000	Safety Program & Administration	1.000	LS	7,730.00	7,730.00
3000	QC Program & Testing	1.000	LS	12,180.00	12,180.00
4000	Mobilization	1.000	LS	33,904.00	33,904.00
5500	Key Personnel & Travel Subsistence	1.000	LS	12,709.00	12,709.00
6000	Union 2.0 Material Procurement	1.000	LS	110,738.00	110,738.00
7000	Union 2.0 Interlocking Construction	1.000	LS	241,372.00	241,372.00

Subtotal \$471,806.00

100000	Fee (7.5%)	1.000	LS	35,369.00	35,369.00
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Bid Total =====> \$507,175.00



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

TO: Board of Trustees
FROM: Jon Larsen, Chief Capital Services Officer
PRESENTER(S): Dave Osborn, Acting Director of Capital Design and Construction

TITLE:
Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-011: 2100 South Grade Crossing Replacement (Stacy and Witbeck, Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute Task Order 26-011 and associated disbursements on the On-Call Infrastructure Maintenance task ordering contract with Stacy and Witbeck, Inc. in the amount of \$410,462 to replace the 2100 South Grade Crossing on the North/South TRAX line as part of the state of good repair transit asset management plan.

BACKGROUND:
On April 17, 2024, the UTA Board of Trustees approved the contract and authorized the Executive Director to execute the master task ordering agreement (MTOA) with Stacy and Witbeck Inc. for on-call maintenance services focused specifically on infrastructure assets.

The MTOA is contracted for a period of three years, plus two one-year options, with a total 5-year not-to-exceed amount of \$45,000,000.

Tamping and regulating a rail line are essential maintenance activities that ensure the stability, safety, and smooth operation of a railway track. Tamping involves compacting and adjusting the ballast (the layer of crushed stones beneath and around the ties) to ensure the track is level and properly supported. Regulating involves redistributing and shaping the ballast to maintain the proper profile and ensure it is evenly distributed around the ties. Together, tamping and regulating maintain the integrity and geometry of the rail line, ensuring:

1. Smooth and safe train operations
2. Reduced long-term maintenance costs

3. Prolonged track life

DISCUSSION:

UTA Staff is requesting approval of Task Order 26-011 with Stacy Witbeck, Inc. to complete the removal and replacement of the 2100 South Grade Crossing on the North/South TRAX line in the amount of \$410,462.

The scope of this request includes all time, labor, and other items needed to remove the old crossing panels and replace with new embedded crossing. These are essential maintenance activities that ensure the stability, safety, and smooth operation of railway cars through the intersection as well as vehicles traveling across the crossing.

This task order is within the scope of the master task ordering agreement. The task order pricing has been determined to be fair and reasonable based on both a UTA independent cost estimate and performance of a price analysis.

CONTRACT SUMMARY:

Contractor Name	Stacy and Witbeck, Inc.
Contract Number	23-03811-26-011
Existing Contract Start/End Dates	April 30, 2024 - April 30, 2027
New Contract Start/End Dates	N/A - N/A
Current Contract Value to Date	\$32,444,547.64
Change/Task Order Amount	\$410,462.00
New Total Contract Value	\$32,855,009.64
Procurement Method	RFP Best Value
Budget Authority	Approved 2026 Capital Budget

ALTERNATIVES

Leave the crossing as is, resulting in rough track and grade crossing as well as adding to the TAM backlog.

FISCAL IMPACT:

The 2026-2030 approved Five Year Capital Plan includes \$410,462 for this task order. This work will occur in 2026 under the Grade Crossing Program (SGR393). These costs will be offset by using federal formula grant funds. These funds are part of UTA's yearly apportionment.

- 2026 Task Order Total: \$410,462 (Account # 20-2502.55000.122403)

Total Master Task Ordering Agreement not-to-exceed \$45,000,000

Total Master Task Ordering Agreement remaining balance: \$12,144,990.36

The 2026 approved budget for SGR393 includes \$2,000,000.00 for UTA's Grade Crossing Replacement Projects.

Current remaining 2026 approved budget for SGR393: \$466,696.50

ATTACHMENTS:

- Task Order: On-Call Infrastructure Maintenance Contract Task Order #26-011: 2100 S Grade Crossing Replacement (Stacy and Witbeck, Inc.)



Task Order Request #TO26-011 - 2100 S Grade Crossing

Status	Open	Assignees	Jacob Wouden
Created Date	Apr 14, 2026	Issued Date	Apr 14, 2026
		Location	TO26-011: 2100 S Grade Crossing
Attachments	26-615- 2100 South TRAX GC- Scope Letter and Price Proposal.pdf , TO26-011_ UTA_Scope.pdf , TO26-011_Budget_Summary.xlsx		

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

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

TASK ORDER IDENTIFICATION

Contract No	23-03811VW	Contract Start Date	04/19/24
Contractor Name ("Contractor")	Stacy and Witbeck, Inc.		
Account Code(s)	20-2502.55000.122403		

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

UTA AND THE CONTRACTOR HEREBY AGREE AS FOLLOWS:

1.0 SCOPE OF SERVICES

2.0 SCHEDULE

The anticipated Substantial Completion Date for this Task is	05/29/26	The anticipated Final Acceptance Date for this Task is	05/31/26
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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	\$410,462.00
Provisional Sum Amount (if applicable). Note: Any unused amount of this provisional sum amount will be deducted from the		This item is NOT anticipated to use federal funding AND is under UTA's simplified acquisition threshold	N/A - this item requires an ICE

contract upon closeout of the task order.

(\$250,000) and thus requires no ICE. The cost was determined to be fair and reasonable based on (Select ALL that apply)

This item IS anticipated to use federal funding OR is equal to/greater than UTA's simplified acquisition threshold (\$250,000) and requires an Independent Cost Estimate (ICE). I have reviewed and found the ICE within the appropriate range for approval

Yes

Independent Cost Estimate (ICE) link, if applicable [TO26-011_ICE.xlsx](#)

If applicable, provide a brief explanation of your fair & reasonable price determination. Example: "The assessment confirms that pricing is consistent with established cost benchmarks and aligns with previously negotiated rates."

4.0 APPLICABILITY OF FEDERAL CLAUSES

Does this Task Order or Change Order include federal assistance funds which requires the application of the Federal Clauses appended as Exhibit D to the Contract? Yes

If federal assistance funds are anticipated, the UTA Civil Rights group has set a Disadvantaged Business Enterprises (DBE) participation goal for this Task Order of N/A, UTA DBE Program has been temporarily paused

IN WITNESS WHEREOF, THIS TASK ORDER HAS BEEN EXECUTED BY UTA AND CONTRACTOR OR ITS APPOINTED REPRESENTATIVE

UTAH TRANSIT AUTHORITY:

This Task Order includes a Ratification (Corrective action) No

to offset a change w/out documented authorization)

Ratification Description, if applicable

Required Signatures

Project Manager \$0 - 24,999
Legal Review \$50k or greater
Dir. of Capital Projects \$25k - 74,999
Chief Service Dev. Ofcr. \$75k - 249,999
Executive Director \$250,000+
Procurement/Contracts (for all)

Signature (Legal):

Signed by:
By: Tim Merrill
EAE6B697AB9B4AA...
Date: 4/15/2026

Signature (Procurement):

By:
Date:

Signature (Project Manager):

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.

DocuSigned by:
By:
D9E0DB8278A44C4...
Name: Jacob Wouden
Date: 4/14/2026

Signature (Director):

I have evaluated the content of this item and the scope of work described in the contract and have made the determination that it is within the scope of work contemplated and described by the contracting parties when they executed the original agreement. I have also determined that the pricing is fair and reasonable based on a review of contractor quotes and the original contract rates.

DocuSigned by:
By: David Osborn
AD6AFC15F32A4DE...
Name: David Osborn
Date: 4/14/2026

Signature (Chief Service Development Officer):

By:
Name:
Date:

Signature (Executive Director):

By: Jay Fox, Executive Director
Date:

COMPANY:

COMPANY: Stacy and Witbeck, Inc.

Signature (Contractor)

Signed by:
By: Miguel Gomez
2644C41CCA1D4F2...
Name: Miguel Gomez

Date: 4/15/2026

STACYWITBECK

April 3, 2026

On Call Services

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

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

Subject: 26-615 – 2100 South Grade Crossing (TO 26-011)

Dear Jake:

We are pleased to provide the attached cost estimate to remove and replace the at-grade crossing at 2100 South on the Main Line in South Salt Lake with 230 TF of embedded track crossing. The existing rail will be replaced with new 115# rail provided by UTA. Stacy and Witbeck has assumed the replacement will take place during one continuous shutdown with no trains running, and a bus bridge in effect to service UTA riders. A complete power down of the overhead contact wires will be required to safely perform the demolition portion of work on both tracks. We look forward to constructing this project for UTA this year at a mutually agreed upon schedule.

Exclusions:

- Railroad Flagging
- Track to Earth Testing
- Sales Tax on Permanent Materials
- OSC power down
- Taking crossings and signals out of service
- Any signal or comm related work items
- Grade Stabilization outside of Trackway
- Other Track Materials (Rail Boot, Steel Ties & Hardware)

Clarifications:

- Please see detailed list of each bid item below.
- 115# rail to be provided by UTA.
- SWI has assumed the replacement will take place during one continuous shutdown with no trains running, and a bus bridge in affect to service UTA riders
- The unit costs for each bid item includes the costs of insurance, bond, and risk at the agreed upon rates.
- We are excluding all utility relocations and conflicts from our pricing. Any conflicts or relocations will need to be addressed as a change of condition.
- The scope of work is inclusive of only the items and scope that are listed below. Any other items of work or changes to the below scope will need to be repriced.

1958 West North Temple
Salt Lake City, UT 84116
801.666.7840 (office) 801.432.7849 (fax)

STACYWITBECK

Bid Item 1000 – Field Engineering and Project Controls – 1 LS – Total of \$41,273.00 – This bid item includes Stacy and Witbeck field support from field engineer to manage construction. The field engineer will also perform pre-task planning and coordination with UTA. This item also includes office manager time for payroll and accounts payable.

Bid Item 1100 – Permits and Regulatory Approvals – 1 LS – Total \$1,676.00 – This bid item includes the cost to obtain all necessary city permits required to perform the work.

Bid Item 2000 – Safety Program and Administration – 1 LS – Total of \$3,997.00 – Cost of Safety Supplies, safety personnel to visit the site, and incidental drug testing.

Bid Item 2500 – Traffic and Pedestrian Control – 1 LS – Total of \$19,214.00 – This bid item includes the cost to provide traffic and pedestrian control required to perform the work.

Bid Item 3000 – QC Program & Testing – 1 LS – Total \$12,122.00 – This bid item includes cost for SWI QC manager and Consolidated Engineering Laboratories to provide field and lab technicians to test and monitor materials. Also includes their management personnel to oversee testing and documentation. Includes weld testing performed by Quality Testing & Inspection (QTI).

Bid Item 4000 – Mobilization – 1 LS – Total \$20,184.00 – This bid item includes the cost for mobilizing heavy equipment to and from the project site prior to each shutdown, and final project cleanup. includes street sweeping, field sanitary expenses, temporary site lighting, field office supplies, and jobsite dumpster.

Bid Item 6000 – 2100 South Embedded Crossing – 230 TF - Total \$285,890.00 – This bid item includes the following items.

- Item 6010– Roadway Striping – Includes reinstating all striping and pavement markings affected by the construction.
- Item 6020 – Demo Existing Crossing - Includes saw cutting, removal, haul off and dump fees for roadway, crossing, curb, sidewalk, and excavation.
- Item 6030 – Aggregate Base - Includes aggregate base course under the Tracks, AC pavement, sidewalk, and curb.
- Item 6040 – Asphalt Cement Roadway Paving - Includes 159 SY of AC paving between the tracks and to tie into the existing roadway on the east and west sides of the tracks.
- Item 6050 – Concrete Sidewalk and Curb – Includes replacement of 40 LF of curb and gutter, and 400 SF of sidewalk
- Item 6060 –Handle Track Materials - Includes transportation and handling of rail boot and steel ties for the embedded track. Includes loading and hauling of UTA provided rail.
- Item 6070 – Thermite Welding - Includes 16 115# thermite welds. Excludes weld testing. Weld testing included in Bid Item 3000

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STACYWITBECK

- Item 6080 – Embedded Track Construction - Includes construction of 207 TF of embedded rail per the Sugar House Streetcar details. The dimensions of the track slab will vary from the Sugar House detail by using a 96" x 15" track slab, rather than an 84" x 15" track slab.

Bid Item 8000 – Rail Salvage Credit – 15 TN – (\$168/TN) – Total (\$2532.00) – This item is a credit for the rail salvage price at the current anticipated steel salvage rates as provided by Western Metals Recycling.

Bid Item 100000 – Fee (7.5%) – 1 LS – Total of \$28,638.00 – This is the agreed to 7.5% GMGC fee. This is 7.5% of the subtotal Bid Price of \$381,824.

The total price for this scope of work is **\$410,462**.

If you have any questions, please contact me.

Sincerely,
Stacy and Witbeck, Inc.

Miguel Gomez
Project Manager

1958 West North Temple
Salt Lake City, UT 84116
801.666.7840 (office) 801.432.7849 (fax)

04/03/2026 8:58
 26-615 2100 South TRAX GC
 *** Gomez, Miguel MG

BID TOTALS

<u>Biditem</u>	<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Bid Total</u>
1000	Field Engineering & Project Controls	1.000	LS	41,273.00	41,273.00
1100	Permits & Regulatory Approvals	1.000	LS	1,676.00	1,676.00
2000	Safety Program & Administration	1.000	LS	3,997.00	3,997.00
2500	Traffic & Pedestrian Control	1.000	LS	19,214.00	19,214.00
3000	QC Program & Testing	1.000	LS	12,122.00	12,122.00
4000	Mobilization	1.000	LS	20,184.00	20,184.00
6000	2100 S Embedded Crossing	230.000	TF	1,243.00	285,890.00
7000	Rail Salvage Credit	15.000	TN	-168.80	-2,532.00
Subtotal					\$381,824.00
100000	Fee (7.5%)	1.000	LS	28,638.00	28,638.00
Bid Total =====>					\$410,462.00



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

TO: Board of Trustees
FROM: Jon Larsen, Chief Capital Services Officer
PRESENTER(S): Dave Osborn, Acting Director of Capital Design and Construction

TITLE:
Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-012: 2026 FrontRunner and TRAX Tamping (Stacy and Witbeck, Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute Task Order No. 26-012, including associated disbursements, on the on-call infrastructure maintenance task ordering contract with Stacy and Witbeck, Inc. in an amount not-to exceed \$500,000, for tamping and regulating the TRAX and FrontRunner lines in 2026.

BACKGROUND:
On April 17, 2024, the UTA Board of Trustees approved and authorized the Executive Director to execute the master task ordering agreement (MTOA) with Stacy and Witbeck Inc. for on-call maintenance services focused specifically on infrastructure assets.

The MTOA is contracted for a period of three years, plus two one-year options, with a total 5-year not-to-exceed amount of \$45,000,000.

Tamping and regulating a rail line are essential maintenance activities that ensure the stability, safety, and smooth operation of a railway track. Tamping involves compacting and adjusting the ballast (the layer of crushed stones beneath and around the ties) to ensure the track is level and properly supported. Regulating involves redistributing and shaping the ballast to maintain the proper profile and ensure it is evenly distributed around the ties. Together, tamping and regulating maintain the integrity and geometry of the rail line, ensuring:

1. Smooth and safe train operations.
2. Reduced long-term maintenance costs.

3. Prolonged track life.

DISCUSSION:

UTA Staff is requesting approval of Task Order No. 26-012 with Stacy and Witbeck, Inc. to complete continual tamping/regulating on the Frontrunner and Trax rail lines for a not-to-exceed amount of \$500,000. The scope of this request includes all time, labor, and other items needed to reestablish ballast structure as described above.

This task order is within the scope of the master task ordering agreement. Additionally, the pricing was determined to be fair and reasonable based on both a UTA independent cost estimate and performance of a price analysis.

CONTRACT SUMMARY:

Contractor Name	Stacy and Witbeck, Inc.
Contract Number	23-03811-26-012
Existing Contract Start/End Dates	April 17, 2024 - April 30, 2027
New Contract Start/End Dates	N/A - N/A
Current Contract Value to Date	\$31,275,442.64
Change/Task Order Amount	\$500,000
New Total Contract Value	\$31,775,442.64
Procurement Method	RFP Best Value
Budget Authority	Approved 2026 Capital Budget

ALTERNATIVES

Hold off on tamping and regulating, resulting in a rough ride for passengers and an unsupported track structure that could result in damaged components and costly repairs or unplanned/unexpected shutdowns in the future.

FISCAL IMPACT:

The 2026 Capital Budget and the 2026-2030 Five Year Capital Plan includes \$500,000 for the requested Task Order. This work will occur in 2026 under the Rail Replacement project (SGR385). These costs will be offset by using federal formula grant funds. These funds are part of UTA’s yearly apportionment.

- 2026 Task Order No. 26-012 Total: \$500,000 (Account # 40-7385.63000.1010)

Total Master Task Ordering Agreement not-to-exceed \$45,000,000

Total Master Task Ordering Agreement remaining balance: \$13,694,557.36

The 2026 approved budget for SGR385 includes \$10,562,000.00 for UTA’s Rail Replacement Projects.

ATTACHMENTS:

- Task Order: On-Call Infrastructure Maintenance Contract Task Order #26-012: 2026 FrontRunner and TRAX Tamping (Stacy and Witbeck, Inc.)



Task Order Request #TO26-012 - 2026 FrontRunner and Trax Tamping

Status	Open	Assignees	Jacob Wouden
Created Date	Mar 24, 2026	Issued Date	Mar 24, 2026
		Location	TO26-012: 2026 Tamping

Attachments [TO26-012_UTA_Scope.docx](#), [TO26-012_Budget_Summary.xlsx](#), [26-602 - 2026 FrontRunner Tamping.pdf](#)

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

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

TASK ORDER IDENTIFICATION

Contract No	23-03811VW		
Contractor Name ("Contractor")	Stacy and Witbeck, Inc.	Contract Start Date	04/19/24
Account Code(s)	40-7385.63000.1010 (possible grant code 20-2502.55000.122403)		

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

UTA AND THE CONTRACTOR HEREBY AGREE AS FOLLOWS:

1.0 SCOPE OF SERVICES

2.0 SCHEDULE

The anticipated Substantial Completion Date for this Task is	12/31/26	The anticipated 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:	Not-to-exceed	Invoices will be billed on a monthly basis for completed work to date. The price for this item is in the amount of	\$500,000
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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		This item is NOT anticipated to use federal funding AND is under UTA's simplified acquisition threshold (\$250,000) and thus	N/A - this item requires an ICE
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closeout of the task order.

requires no ICE. The cost was determined to be fair and reasonable based on (Select ALL that apply)

This item IS anticipated to use federal funding OR is equal to/greater than UTA's simplified acquisition threshold (\$250,000) and requires an Independent Cost Estimate (ICE). I have reviewed and found the ICE within the appropriate range for approval

Yes

Independent Cost Estimate (ICE) link, if applicable [TO26-012_ICE.xlsx](#)

If applicable, provide a brief explanation of your fair & reasonable price determination. Example: "The assessment confirms that pricing is consistent with established cost benchmarks and aligns with previously negotiated rates."

4.0 APPLICABILITY OF FEDERAL CLAUSES

Does this Task Order or Change Order include federal assistance funds which requires the application of the Federal Clauses appended as Exhibit D to the Contract? Yes

If federal assistance funds are anticipated, the UTA Civil Rights group has set a Disadvantaged Business Enterprises (DBE) participation goal for this Task Order of N/A, UTA DBE Program has been temporarily paused.

IN WITNESS WHEREOF, THIS TASK ORDER HAS BEEN EXECUTED BY UTA AND CONTRACTOR OR ITS APPOINTED REPRESENTATIVE

UTAH TRANSIT AUTHORITY:

This Task Order includes a Ratification (Corrective action to offset a change) No

w/out documented authorization)

Ratification Description, if applicable

Required Signatures

Project Manager \$0 - 24,999
Legal Review \$50k or greater
Dir. of Capital Projects \$25k - 74,999
Chief Service Dev. Ofcr. \$75k - 249,999
Executive Director \$250,000+
Procurement/Contracts (for all)

Signature (Legal):

DocuSigned by:
By: Mike Bell
Date: 3/30/2026

Signature (Procurement):

By:
Date:

Signature (Project Manager):

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.

DocuSigned by:
By:
Name: Jacob Wouden
Date: 3/30/2026

Signature (Director):

I have evaluated the content of this item and the scope of work described in the contract and have made the determination that it is within the scope of work contemplated and described by the contracting parties when they executed the original agreement. I have also determined that the pricing is fair and reasonable based on a review of contractor quotes and the original contract rates.

DocuSigned by:
By: David Osborn
Name: David Osborn
Date: 3/30/2026

Signature (Chief Service Development Officer):

By:
Name:
Date:

Signature (Executive Director):

By: Jay Fox, Executive Director
Date:

COMPANY:

COMPANY: Stacy and Witbeck, Inc.

Signature (Contractor)

Signed by:
By: Miguel Gomez
Name: Miguel Gomez

Date: 3/30/2026

STACYWITBECK

December 16, 2025

On Call Services

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

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

Subject: 26-602 - 2025 Frontrunner & TRAX Tamping (TO 26-012)

Dear Jake:

We are pleased to provide the attached T&M Rates for year 2026 to tamp and regulate various locations along the FrontRunner and TRAX alignments. SWI will provide all necessary equipment and labor to complete all tamping and regulating work. Other signals, systems, or track related work is not included. All rates have the agreed to fees included and will be billed only as used. This proposal is not to exceed a total of \$500,000.00.

SWI plans to perform this work on Sunday's and nights when trains are not in service.

Exclusions:

- Railroad Flagging
- Sales Tax on Permanent Materials
- Taking crossings and signals out of service
- Any signal or comm related work items
- Grade Stabilization
- Any track work other than tamping and regulating
- Removal of any switch heaters or switch heater covers

Clarifications:

- Please see detailed list of each bid item below.
- SWI assumes the work window to be a continues shutdown with a full road closure for the duration of the project, with no train movement or vehicular traffic in the area
- The unit costs for each bid item includes the costs of insurance, bond, risk, and fee at the agreed upon rates.
- We are excluding all utility relocations and conflicts from our pricing. Any conflicts or relocations will need to be addressed as a change of condition.
- The scope of work is inclusive of only the items and scope that are listed below. Any other items of work or changes to the below scope will need to be repriced.
- All ballast to be provided by UTA

1958 West North Temple
Salt Lake City, UT 84116
801.666.7840 (office) 801.432,7489 (fax)

STACYWITBECK

- Any additional costs incurred by SWI for materials, lodging expenses, or anything else contributing to the work will be invoiced at cost plus insurance and fee.

The total Not to Exceed price for this scope of work is **\$500,000.00**. If you have any questions, please contact me.

Sincerely,
Stacy and Witbeck, Inc.

Miguel Gomez
Project Manager

1958 West North Temple
Salt Lake City, UT 84116
801.666.7840 (office) 801.432,7489 (fax)



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

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

TITLE:

Fare Agreement: Special Events Agreement for Western Stampede Rodeo (City of West Jordan)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:

Approve and authorize the Executive Director to enter a Special Events Agreement (UTA contract # 26-F28354) with the City of West Jordan.

BACKGROUND:

UTA has historically partnered with events to allow attendees to use their event ticket-as-fare on the UTA system. Event tickets are printed with the UTA logo and specific wording that identifies the ticket as valid transit fare for the date identified on the event ticket. This partnership is formalized through an Event Pass Agreement that is negotiated by the Fares team and approved by the Board of Trustees.

Utah Transit Authority is partnering with the City of West Jordan to allow event attendees to use their ticket-as-fare for the following events taking place at the West Jordan Rodeo Grounds from July 2-4: Western Stampede Rodeo and Carnival. Valid services include all Local Bus Routes, TRAX Light Rail Routes, Streetcar Light Rail, FrontRunner Commuter Rail Routes, and BRT Routes on the day of the event. Paratransit eligibility applies. Both the City of West Jordan and UTA desire to partner together to offer ticket-as-fare to the event's ticket holders.

DISCUSSION:

Staff recommends partnering with the City of West Jordan as described above for the upcoming rodeo and carnival taking place July 2-4, 2026. In exchange for the transit fare, the City of West Jordan agrees to pay the base purchase price of \$3,938. This pricing is calculated based on a standard formula which uses historical trip

data obtained from the automated passenger counter system. The trip count from historical data, and other variables such as event location and time of day, are used to forecast trips for the event. The fare rate (\$3.75 group pass rate) is multiplied by the forecasted trips.

ALTERNATIVES:

Do not enter an agreement with the City of West Jordan for ticket-as-fare, requiring attendees to utilize other fare alternatives.

FISCAL IMPACT:

The contract value is \$3,938 for the special event and provides access for up to 30,000 authorized users.

ATTACHMENTS:

- Fare Contract: Western Stampede Roadeo (City of West Jordan)

UTA Contract Number: 26-F28354

SPECIAL EVENTS AGREEMENT

Tickets for Fare

This Special Events Agreement-Tickets for Transit ("Agreement") is entered into on July 1, 2026, by and between the City of West Jordan, a municipal corporation and a political subdivision of the state of Utah ("Sponsor"), and Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("UTA"). Sponsor and UTA hereafter collectively referred to as the "parties" and either of the foregoing may be individually referred to as "party," all as governed by the context in which such words are used.

RECITALS

WHEREAS Sponsor will host a Western Stampede Rodeo and Carnival July 2, 3, and 4 in 2026 at the West Jordan Fairgrounds which is located 1985 W. 7800 S. West Jordan, UT ("Venue"); and

WHEREAS Sponsor desires to procure transit passes for transportation to its Special Event using UTA's transit system; and

WHEREAS the parties desire to establish a program whereby Sponsor is authorized to procure transit passes by providing a lump sum payment for an anticipated number of tickets.

AGREEMENT

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

SECTION I: DEFINITIONS

1. The term "**Base Service**" means public transit service as produced in UTA's ordinary operations and published at www.rideuta.com.
2. The term "**Effective Date**" shall mean July 2, 2026, unless the parties agree otherwise above.
3. The term "**Special Event**" shall mean an event sponsored by West Jordan City and held at the Venue stated above.

SECTION II: TERMS AND CONDITIONS

1. **Tickets for Transit Program.** The parties agree to establish a Tickets for Transit Program (the "Program"), whereby the Sponsor procures transit passes for ticket holders to its Special Event (the "Tickets for Transit Pass").
2. **Authorized Users.** Upon the terms and conditions contained herein, UTA agrees to allow Sponsor to provide a Tickets for Transit Pass to ticket holders ("Authorized Users") attending the Special Event at the Venue.
3. **Payment.**
 - a. Sponsor shall pay to UTA the base purchase price of \$3,938 for the Special Event and 30,000 authorized users.
 - b. On or before July 1, 2026, UTA shall invoice Sponsor for the amount owed as described

in Paragraph 3. Sponsor shall pay the invoiced amount within thirty (30) days of its receipt of the invoice. Sponsor shall pay a one percent (1%) late fee on balances due under this Agreement which remain unpaid within thirty (30) days from the due date indicated on the invoice.

4. **Term of Agreement.** The term of this Agreement shall be from the Effective Date and runs through July 4, 2026.
5. **Pass Recognized as Fare Payment.** An Authorized User's Special Event ticket shall also serve as a transit pass when: (1) printed with the wording "Valid as UTA fare on the date indicated" or similar wording approved by UTA; (2) used for fare payment on the date of the event stated on the ticket (Tickets for Transit Pass shall be recognized by UTA as fare payment on all Local Bus Routes, TRAX Light Rail Routes, Streetcar Light Rail, FrontRunner Commuter Rail Routes, and BRT Routes on the day of the event, paratransit eligibility applies); and (3) issued to event attendees via email, home delivery, or through an app. Attendees using transit to get to/from the Special Event present acceptable fare media upon boarding the bus or upon rail inspection. Acceptable fare media for events includes: a printed copy of the Sponsor-issued email displaying the attendee's ticket, a Sponsor-issued ticket, electronic ticket, or a mobile app with the ticket displayed. Fare media that is not accepted includes: generic download from the vendor's website, a form of ticket not provided to UTA as an acceptable ticket type, a camera image of the ticket, or any other form not listed as acceptable. Sponsor must provide UTA with images of all the different ticket types. UTA will use the images to verify the logo is printed and distribute to operators and fare collectors, so they are aware of them prior to the event.
6. **Use of the UTA Logo.**
 - a. The UTA Logo, which is attached hereto as Exhibit A, is the sole and exclusive property of UTA. UTA hereby grants Sponsor, so long as it is not in breach of this Agreement a limited and revocable license to use or print the UTA logo as specified herein. The interpretation and enforcement (or lack thereof) of these terms and conditions, and compliance therewith, shall be in UTA's sole discretion. The UTA Logo may not be altered in any way and must be displayed in the same form as produced by UTA. The UTA Logo must be printed in either black or in the official color of blue and red.
 - b. If and when Sponsor chooses to use the UTA Logo, the UTA Logo shall be used in a professional manner.
 - c. Notwithstanding the foregoing, the UTA Logo may not be used in any manner that, in the sole discretion of UTA: discredits UTA or tarnishes its reputation and goodwill; is false or misleading; violates the rights of others, violates any law, regulation or other public policy; or mischaracterizes the relationship between UTA and the user, including but not limited to any use of the UTA Logo that might be reasonably construed as an endorsement, approval, sponsorship or certification by UTA of Sponsor, Sponsor's organization, or Sponsor's products or services or that might be reasonably construed as support or encouragement to utilize Sponsor's services.
 - d. Use of the UTA Logo shall create no rights for Sponsor in or to the UTA Logo or their use beyond the terms and conditions of this limited and revocable license. The UTA Logo shall remain at all times the sole and exclusive intellectual property of UTA. UTA

shall have the right, from time to time, to request samples of use of the UTA Logo from which it may determine compliance with these terms and conditions. Without further notice, UTA reserves the right to prohibit use of the UTA Logo if it determines, in its sole discretion, that Sponsor's UTA Logo usage, whether willful or negligent, is not in strict accordance with the terms and conditions of this license, otherwise could discredit UTA or tarnish its reputation and goodwill, or Sponsor is otherwise in breach of this Agreement.

7. **Pass Distribution.** Sponsor shall be solely responsible for issuing Tickets for Transit Passes to Authorized Users.
8. **Public Transit Services.** The Parties understand that the transit services being used under this Agreement are public transit services. As such, Authorized Users must comply with all UTA rider rules and rules governing the use of public transit services. Authorized Users must present their Tickets for Transit Passes as proof of fare payment to UTA bus operators and fare inspectors. Authorized Users who do not have possession of a Tickets for Transit Pass must pay the regular fare for the transit service they use. UTA reserves the right to modify its service and schedules as it deems appropriate in its sole discretion.
9. **Waiver and Release.** The Parties hereby agree that Sponsor shall not be responsible or liable for the actions; omissions; negligent, intentional, or reckless conduct; or behavior of any Authorized User. All Authorized Users shall be deemed and treated as if they had paid their own fare and subject to the same terms and conditions applicable to any other UTA rider who has not benefitted from the Program. The Parties agree that Authorized User will not be deemed an agent, representative, or licensee of Sponsor. UTA hereby expressly waives and releases Sponsor from any liability, damage, expense, cause of action, suit, claim, judgment, or other action arising from or related to the actions; omissions; negligent, intentional, or reckless conduct; or behavior of any Authorized User.
10. **Indemnification.** Each party hereby agrees to be responsible and assume liability for its own negligent or wrongful acts or omissions or those of its officers, agents or employees to the full extent required by law from participation in this Agreement and agrees to indemnify and hold the other party harmless from any such liability, damage, expense, cause of action, suit, claim, judgment, or other action arising from such negligent or wrongful acts or omissions. Except as set forth herein, neither party waives any legal defenses or benefits available to them under applicable law, and both agree to cooperate in good faith in resolving any disputes that may arise under this Agreement.
11. **Termination.** This Agreement shall continue in full force and effect during the term of this Agreement unless it is terminated earlier by either party. Sponsor may terminate all or part of this agreement in the event of a pandemic (as specified by the World Health Organization) preventing all or part of the Event from taking place. Sponsor shall only be responsible to pay UTA a pro-rated amount owed under this Agreement for the portions of the Event that occurred.
12. **Nondiscrimination.** Sponsor and UTA shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, based on race, color, national origin, creed, sex, or age in accordance with the requirements of 49 U.S.C. §5332.
13. **Third Party Interests.** No person not a party to this Agreement shall have any rights or entitlements of any nature under it.

14. **Entire Agreement.** This Agreement contains the entire agreement between the parties hereto for the term stated and cannot be modified except by written agreement signed by both parties. Neither party shall be bound by any oral agreements or special arrangements contrary to or in addition to the terms and conditions as stated herein.
15. **Dispute Resolution.** In the event there is a dispute arising under this Agreement it shall be referred to successive levels of leadership for resolution, beginning with the UTA Fares Director and her equivalent in Sponsor's organization and culminating with the Executive Director of UTA and the Managing Director of Sponsor's Headquarters' Facilities. If resolution is not achieved as the Executive Director/Managing Director level, either Party may bring the issue to litigation in a court of competent jurisdiction within Salt Lake County, Utah.
16. **Costs and Attorney's Fees.** If either party pursues legal action to enforce any covenant of this Agreement, the parties agree that all costs and expenses of the prevailing party incident to such legal action, including reasonable attorney fees and court costs shall be paid by the non-prevailing party.
17. **Governing Law.** This Agreement will be construed as a whole in accordance with its fair meaning and in accordance with the laws of the state of Utah. The Parties acknowledge that they have read this Agreement and are fully aware of its content and its legal effect. The terms of this Agreement have been negotiated by the Parties and their respective legal counsel. Accordingly, the terms of this Agreement may not be construed in favor of or against any Party. The headings used in this Agreement are for reference only and may not affect the construction of this Agreement.
18. **Counterparts.** This Agreement may be executed simultaneously in two or more counterparts, all of which together shall constitute one and the same instrument. Any copy, facsimile, electronic, or other non-original duplication of an original signature of this Agreement shall be deemed an original for purposes of the enforcement or establishment of the validity or authenticity of this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first set forth herein.

ADMINISTRATOR

UTAH TRANSIT AUTHORITY

By:  Date: 04/08/2026

By: _____ Date: _____

Name: Dirk Burton

Name: Jay Fox

Title: Mayor

Title: Executive Director

Attest:  

By: _____ Date: _____

City Recorder

Name: Viola Miller

Title: Chief Financial Officer

Approved as to Form

Signed by:  Date: 4/20/2026
B720603671B4489...

Name: D. James Morgan

Title: Legal Counsel for UTA

Exhibit "A"
Utah Logo





Mayor Signature Submission Form

Use this form to submit documents that need to be signed by the Mayor and attested by the City Recorder.

Submitter Information

First Name: *

Last Name: *

Email: *

Department: *

Date: *

Document Information

Document Sponsor Name: Responsible city employee name

Vendor Name: *

Vendor Contact Email:

Target Date: *
(Date targeted for Mayor's signature)

Summary of Document *

Project or Development Name *

Project Number

Does this document require the City Attorneys approval? * Yes No

Attorney Name *

Is this document a plat? Deliver the plat to the City Recorder and upload any supporting documents below.
 Yes No

Additional Notes:


Western Stampede_TAF_2026_


Final Audit Report


2026-04-08


Created:	2026-04-06
By:	Alexandra Sanchez (alexandra.sanchez@westjordan.utah.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAW2xfq78In1rwzRI081aMBpqV8_k2cTKu


"Western Stampede_TAF_2026_" History


 Document created by Alexandra Sanchez (alexandra.sanchez@westjordan.utah.gov)
2026-04-06 - 2:36:32 PM GMT


 Document emailed to Dirk Burton (dirk.burton@westjordan.utah.gov) for signature
2026-04-06 - 2:36:36 PM GMT


 Email viewed by Dirk Burton (dirk.burton@westjordan.utah.gov)
2026-04-07 - 5:13:34 PM GMT

 Document e-signed by Dirk Burton (dirk.burton@westjordan.utah.gov)
Signature Date: 2026-04-07 - 5:13:50 PM GMT - Time Source: server

 Document emailed to Tangee Sloan (tangee.sloan@westjordan.utah.gov) for signature
2026-04-07 - 5:13:52 PM GMT

 Email viewed by Tangee Sloan (tangee.sloan@westjordan.utah.gov)
2026-04-08 - 5:27:12 PM GMT

 Document e-signed by Tangee Sloan (tangee.sloan@westjordan.utah.gov)
Signature Date: 2026-04-08 - 5:27:25 PM GMT - Time Source: server

 Agreement completed.
2026-04-08 - 5:27:25 PM GMT



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Board of Trustees

Date: 5/13/2026

TO: Board of Trustees
FROM: Jay Fox, Executive Director
PRESENTER(S): Carlton Christensen, Chair of the Board of Trustees

TITLE:
Strategy Session to Discuss Topics as Defined in Utah Code 52-4-205 (1):
- Pending or Reasonably Imminent Litigation

AGENDA ITEM TYPE:
Closed Session

RECOMMENDATION:
Approve moving to closed session in accordance with Utah Code 52-4-205 (1).

BACKGROUND:
The Utah Open and Public Meetings Act allows for the Board of Trustees to meet in a session closed to the public for various specific purposes.

DISCUSSION:
The purpose of this closed session is to discuss:

- Pending or reasonably imminent litigation.
 - o *See Utah Code 52-4-205 (1) (c)*

ATTACHMENTS:

- N/A