

# Utah Transit Authority Local Advisory Council REGULAR MEETING AGENDA

669 West 200 South Salt Lake City, UT 84101

**FrontLines Headquarters** 

Wednesday, November 5, 2025

1:00 PM

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

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

1. Call to Order & Opening Remarks Chair Bob Stevenson

2. Pledge of Allegiance Chair Bob Stevenson

3. Safety First Minute Kim Shanklin

4. Public Comment Chair Bob Stevenson

5. Consent

a. Approval of August 27, 2025, Local Advisory Council Meeting Minutes

6. Budget and Capital Projects

a. Consultation on the UTA 2026-2030 Five-Year Jay Fox Capital Plan Viola Miller

Jared Scarbrough

b. Consultation on the UTA Tentative 2026 Budget Jay Fox Viola Miller

7. Discussion

a. UTA Transit Pass Programs Brian Reeves

Monica Howe

b. Open Dialogue with the Board of Trustees Bob Stevenson

Carlton Christensen

8. Resolutions

a. AR2025-11-01 - Resolution Giving Notice and Setting Bob Stevenson Regular Meeting Dates for the Authority's Local

Advisory Council for Calendar Year 2026

#### 9. Reports

a. Executive Director Report

Jay Fox

- 2034 Olympics Update
- APTA 2025 Outstanding Public Transportation System Award
- b. Audit Committee Report

**Bob Stevenson** 

10. Other Business

Chair Bob Stevenson

a. Next Meeting: Wednesday, February 18, 2026 at 11:00 a.m.

11. Adjourn Chair Bob Stevenson

#### **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\_LAC\_11-05-25 and follow the instructions to register for the meeting.
    - Use the "raise hand" function in Zoom to indicate you would like to make a comment.
- Public Comment may also be given through alternate means. See instructions below.
  - o Comment online at https://www.rideuta.com/Board-of-Trustees
  - o Comment via email at boardoftrustees@rideuta.com
  - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) please specify that your comment is for the upcoming Local Advisory Council meeting.
  - o Comments submitted before 2:00 p.m. on Tuesday, November 4th will be distributed to council members prior to the meeting.
- 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.

669 West 200 South Salt Lake City, UT 84101



## Utah Transit Authority MEETING MEMO

Local Advisory Council Date: 11/5/2025

TO: Local Advisory Council

**FROM:** Curtis Haring, Board Manager

TITLE:

Approval of August 27, 2025, Local Advisory Council Meeting Minutes

**AGENDA ITEM TYPE:** 

Minutes

#### **RECOMMENDATION:**

Approve the minutes of the August 27, 2025, Local Advisory Council Meeting

#### **BACKGROUND:**

A regular meeting of the UTA Local Advisory Council was held in person and broadcast live through the UTA meetings website on Wednesday, August 27, 2025, at 1:00 p.m. Minutes from the meeting document the actions of the committee and summarize the discussion that took place in the meeting.

A full audio recording of the meeting is available on the <a href="Utah Public Notice Website"><u>Utah Public Notice Website</u></a><a href="https://www.utah.gov/pmn/sitemap/notice/1017567.html"><u>https://www.utah.gov/pmn/sitemap/notice/1017567.html</u></a> and video feed is available through the <a href="UTA"><u>UTA</u></a><a href="UTA"><u>UTA</u></a><a href="Public Meetings Portal <a href="https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE><a href="https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE><a href="https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE><a href="https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE><a href="https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE>">https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE>">https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE>">https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE>">https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE>">https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE>">https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE>">https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE>">https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE>">https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A8053929A2CE>">https://rideuta.legistar.com/MeetingDetail.aspx?ID=1243584&GUID=E8872D38-C77B-477C-909F-A805392B2-A805392B2-A805392B2-A805392B2-A805392B2-A805392B2-A805392B2-A805392B2-A805392B2-A805392B2-A805392B2-A8

#### **ATTACHMENTS:**

2025-08-27 LAC Minutes UNAPPROVED



### **Utah Transit Authority**

## Local Advisory Council MEETING MINUTES - Draft

669 West 200 South Salt Lake City, UT 84101

Wednesday, August 27, 2025

1:00 PM

**FrontLines Headquarters** 

**Present:** Chair Bob Stevenson

Vice Chair Natalie Hall
2nd Vice-Chair Neal Berube
Council Member Dirk Burton
Council Member Karen Cronin

Alternate Council Member Dan Dugan

Council Member Julie Fullmer
Council Member Mark Johnson

Alternate Council Member Jon Larsen

**Excused:** Alternate Council Member Brandon Gordon

Council Member Erin Mendenhall Council Member Troy Walker

#### 1. Call to Order & Opening Remarks

Chair Bob Stevenson welcomed attendees and called the meeting to order at 1:00 p.m.

#### 2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

#### 3. Safety First Minute

Carlton Christensen, Chair of the UTA Board of Trustees, 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/382?meta id=66564).

#### In Person/Virtual Comments

Zack Scriven spoke in favor of the Rio Grande plan. Michael Kroll spoke in favor of the Rio Grande plan. Brittany Knudson spoke in favor of the Rio Grande plan.

#### 5. Consent

#### a. Approval of May 7, 2025, Local Advisory Council Meeting Minutes

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

#### 6. Transit Oriented Development Review

#### a. 5600 West Old Bingham Highway Station Area Plan

Paul Drake, UTA Director of Real Estate & Transit-Oriented Development, and Valarie Williams, UTA Transit-Oriented Communities Project Specialist I, were joined at the table by Megan Jensen, Senior Planner, City of West Jordan. They provided an overview of the Station Area Plan (SAP) process. Jensen reviewed the project goals, plan vision, and UTA property considerations related to the 5600 West Old Bingham Highway SAP. Discussion ensued. Questions on large industrial use, regional park, data, and UTA property uses were posed by council members and answered by staff.

#### b. Draper Town Center Station Area Plan

Paul Drake was joined by Valarie Williams and Jennifer Jastremsky, Community Development Director with Draper City and Todd Taylor, Senior Planner of City Community Development with Draper City. Jastremsky reviewed the project vision, and UTA property considerations related to the Draper Town Center SAP. Discussion ensued. A question on zoning timelines was posed by a council member and answered by staff.

#### c. Roy Station Area Plan

Paul Drake was joined by Valarie Williams and Steve Parkinson, City Planner with Roy City. Parkinson reviewed the stakeholder engagement process, plan vision, and UTA property considerations related to the Roy SAP. Discussion ensued. Questions on property considerations were posed by council members and answered by staff.

#### d. Sandy Station Area Plans

Paul Drake was joined by Valarie Williams, Jake Warner, Long Range Planning Manager with Sandy City and Erika Chmielewski, Planner and Project Manager with GSBS Architects. Warner reviewed the key strategies, plan vision and goals, plan elements, and UTA property considerations related to the Historic Sandy, Sandy Expo Center, Sandy Civic Center, South Jordan FrontRunner, and Crescent View SAPs. Discussion ensued on topics including canyon access, city code update timeline, and development opportunities.

Andrew Gruber, Executive Director of the Wasatch Front Regional Council, was asked by Chair Stevenson to take a moment to talk about collaboration with all interested parties with these SAPs.

#### 7. Budget and Capital Projects

- a. Consultation on Proposed 2025 Capital Plan and Budget Amendments
  - 2025-2029 Five-Year Capital Plan First Amendment
  - 2025 Capital Budget First Amendment

Viola Miller, UTA Chief Financial Officer, was joined by Daniel Hofer, UTA Director of Capital Programming & Support. Staff reviewed proposed amendments to incorporate UTA's recent bond issuance funds into the 2025-2029 Five-Year Capital Plan and the 2025 capital budget. The affected projects include the SD100/SD160 light rail vehicle replacements and the Mt. Ogden administration building expansion. Discussion ensued. Questions about potential changes to the timing of future bonding, bus canopy replacement at the Mt. Ogden administration building, and Mt. Ogden administration building funding were posed by the council and answered by staff.

#### b. 2026 Budget and 2026-2030 Five-Year Capital Plan Overview

Jay Fox, UTA Executive Director, was joined by Viola Miller and Jared Scarbrough, UTA Acting Chief Capital Services Officer. Staff described the current approach to budgeting, shared priorities in the budget and capital plan, and reviewed information relating to funding sources that affect the 2026 budget.

Staff also highlighted major projects included in the 2026-2030 Five-Year Capital Plan. The 2026 tentative budget will be finalized and adopted by the Board of Trustees in October, then presented to the Local Advisory Council (LAC) for consultation in November along with the final draft of the Five-Year Capital Plan.

#### 8. Service Planning

#### a. Consultation on Proposed 2025-2029 Five-Year Service Plan Amendment

Jay Fox was joined by Nichol Bourdeaux, UTA Chief Planning & Engagement Officer, to provide an overview of the recommended 2026 Annual Service Plan. This includes the implementation of the Midvalley Express (MVX) bus rapid transit service and key associated service changes originally scheduled in the 2027 phase of the 2025-2029 Five-Year Service Plan. Service changes planned for 2026, along with the remaining 2027 service changes, will be reevaluated for phasing as part of the updated 2027-2031 Five-Year Service Plan. Questions were asked by council members and answered by staff.

#### 9. Discussion

#### a. UTA Bus Stop Improvement Efforts

Nichol Bourdeaux was joined by Jaron Robertson, UTA Director of Planning. Staff provided an overview of the agency's bus stop improvement efforts, including the following:

- Bus Stop Improvement Program
- The Bus Stop Master Plan (BSMP)
- UTA's bus stop location evaluation

#### b. UTA Strategic Plan Performance Report

Jay Fox was joined by Alisha Garrett, UTA Chief Enterprise Strategy Officer. Staff reported on UTA's achievements and performance since the last report out and year-to-date in 2025 in relation to each of the strategic priorities and their associated goals and objectives. They also reported on high-level annual operational goals set by the executive team to continue to activate the agency's strategic plan.

#### c. Open Dialogue with the Board of Trustees

- Stories from the System

Chair Bob Stevenson asked council members by the show of hands, how many have ridden transit in the last 30 days.

#### 10. Reports

- a. Executive Director Report
  - New Chief Operations Officer Andres Colman
  - APTA 2025 Outstanding Public Transportation System Award

#### **New Chief Operations Officer - Andres Colman**

Jay Fox introduced Andres Colman as the new UTA Chief Operations Officer.

#### **APTA 2025 Outstanding Public Transportation System Award**

Jay Fox reported that UTA won the American Public Transportation Association (APTA) 2025 Outstanding Public Transportation System Award. This award will be received at the upcoming APTA TRANSform conference in Boston, MA.

#### b. Audit Committee Report

Chair Bob Stevenson was joined by Vice Chair Natalie Hall to report on the recent UTA Audit Committee meeting. The committee met on June 16, 2025, to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk-related information.

#### 11. Other Business

Next Meeting: Wednesday, November 5, 2025 at 1:00 p.m.

#### 12. Adjourn

Chair Stevenson adjourned the meeting at 3:47 p.m.

Transcribed by Cherilyn Bradford Executive Assistant to the Board Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at https://www.utah.gov/pmn/sitemap/notice/1017567.html for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at https://rideuta.legistar.com/Calendar.aspx.

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

Approved Date:
Carlton I Christensen
Carlton J. Christensen Chair, Board of Trustees

669 West 200 South Salt Lake City, UT 84101



## Utah Transit Authority MEETING MEMO

Local Advisory Council Date: 11/5/2025

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director

**FROM:** Viola Miller, Chief Financial Officer

Jared Scarbrough, Acting Chief Capital Services Officer

**PRESENTER(S):** Jay Fox, Executive Director

Viola Miller, Chief Financial Officer

Jared Scarbrough, Acting Chief Capital Services Officer

TITLE:

Consultation on the UTA 2026-2030 Five-Year Capital Plan

#### **AGENDA ITEM TYPE:**

LAC - Consultation

#### **RECOMMENDATION:**

Consultation on the UTA 2026-2030 Five-Year Capital Plan.

#### **BACKGROUND:**

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

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

The Utah Public Transit District Act and UTA Board Policies 2.1 and 2.3 specify that the Local Advisory Council must consult on UTA's annual Operating and Capital Budgets, as well as the Five-Year Capital Plan. On October 8th, 2025, the UTA Board of Trustees approved the 2026 Tentative Budget, which includes year one of the 2026-2030 Five-Year Capital Plan. The full five-year capital plan will be presented for consultation with the Local Advisory Council prior to final approval of the 2026-2030 Five-Year Capital Plan by the Board of Trustees.

#### **DISCUSSION:**

UTA staff will present the major capital projects and their progression through the plan years as well as other project details. Projects will be discussed in terms of project categories and staff will review information relating to funding sources for the 2026-2030 Five-Year Capital Plan. Staff will also outline changes to the plan proposed after the approval of the Tentative 2026 Budget.

#### **ALTERNATIVES:**

Local Advisory Council members may provide feedback regarding the capital plan.

#### **FISCAL IMPACT:**

The 2026-2030 Five-Year Capital Plan includes total planned spending of \$1,053,404,000. Expected funding sources include bond funds, grants, lease funds, state funds, TTIF funds, and local partner funds, in addition to UTA funds.

#### **ATTACHMENTS:**

2026-2030 UTA Five-Year Capital Plan (as constituted upon approval of the 2026 Tentative Budget)



## FIVE-YEAR CAPITAL PLAN 2026-2030



#### Executive Summary

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



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

#### **PLAN PURPOSE**

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



investment over five years to strengthen and expand transit infrastructure.



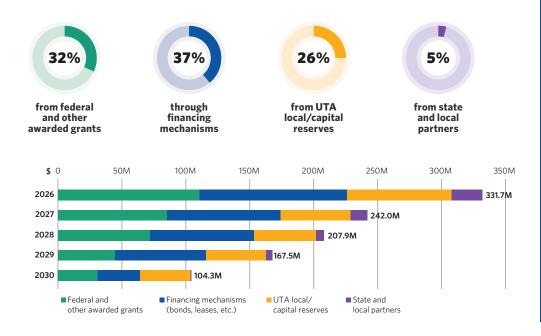
#### PLANNING AND PRIORITIZATION PROCESS

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



#### **INVESTMENT OVERVIEW**

The 2026-2030 Plan represents **\$1.05B** in capital investment over five years, designed to maintain and expand Utah's transit infrastructure through a mix of sources:



### ANNUAL INVESTMENT HIGHLIGHTS:

- \$331.7M in 2026 (largest year of investment).
- A gradual tapering to \$104.3M by 2030 as large-scale projects reach completion.
- Capital spending is frontloaded with \$331.7 invested in 2026 to advance large-scale construction, followed by more moderate annual investments of \$242.0M-207.9M in 2027-2028, \$167.5M in 2029, and \$104.3M in 2030 as projects reach completion and focus shifts to ongoing maintenance and renewal.

#### **UTA'S CHIEF OFFICES & FUNDING ALLOCATION**



#### **CAPITAL SERVICES**

Oversees the planning, design, and construction of major projects that improve safety, expand service, maintain infrastructure, and make the most of UTA's real estate assets.



#### **OPERATIONS**

Manages UTA's core systems and services, including technology, data, and workforce development, to boost performance, support strategic goals, and foster continuous improvement across the agency.



### ENTERPRISE STRATEGY

Coordinates agencywide functions such as IT, performance analysis, policy, and risk management to ensure UTA operates efficiently and stays aligned with long-term goals.



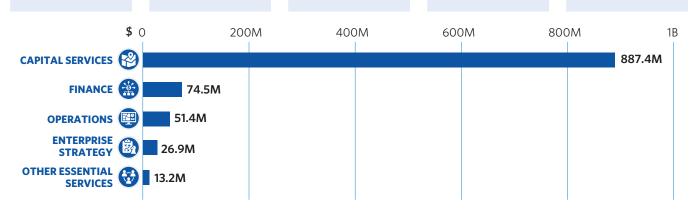
#### **FINANCE**

Leads UTA's budgeting, accounting, procurement, fare collection, risk management, and grant funding to maintain financial stability and ensure resources are used effectively.



#### OTHER ESSENTIAL SERVICES

Includes departments focused on people, communication, safety and security, and public engagement and planning, which are critical to UTA's ability to deliver responsive, transparent, and community-driven service.



#### **UTA/UDOT PARTNERSHIP AND PROJECTS**

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

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



#### **LOOKING AHEAD**

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





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#### Chapter 1

## Purpose of This Plan



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



#### **KEY PURPOSES AND FEATURES OF THE 5YCP INCLUDE:**

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

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

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

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

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

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

#### **DEFINITION OF CAPITAL PROJECTS**

Capital projects are defined as all construction efforts, capital improvements, major equipment purchases, and other special projects requiring one or more expenditures totaling \$25,000 or more. This includes projects that are partially or fully funded by outside sources (e.g. grants, state funds, local partners, etc.). Other requests under \$25,000 should be included in departmental operating budgets.



Examples of capital projects include:

- New construction (new transit infrastructure, facilities, buildings, or major additions, including studies/design to support future project construction)
- Building repairs, renovations, demolition, or upgrades
- Major maintenance (capital renewal and deferred maintenance)
- Safety, ADA, or legal compliance construction projects

- Energy conservation improvements
- Grounds improvements
- Real estate acquisition or leasing
- Vehicles
- HVAC or reroofing projects
- Telecommunication and Information Technology systems (hardware and software)
- New or replacement equipment or furniture



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

#### **Long-Range Transit Plan**

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

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

♥ UPDATED EVERY 4 YEARS

#### **10-Year Capital Plan**

Zeroes in on substantial transit investments for the next decade



#### 5-Year Service & Capital Plans

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

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

♂ 2 YEARS

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

**♂** 5YSP: 2 YEARS, 5YCP: 1 YEAR

#### **Annual Service**

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

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

© 1YEAR

Change Day Implements changes informed by other

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

introduced.

♂ 3X PER YEAR

## **Five-Year Capital Plan Development Process**

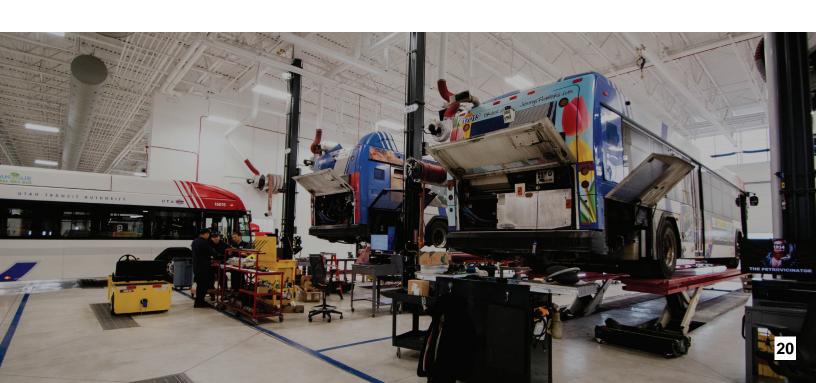
The annual capital planning process results in a selection of projects for the upcoming fiscal year capital budget and a forward-looking five-year capital plan. In general, the projects incorporated into the capital plan must reflect UTA's Strategic Plan and regional transit initiatives.

#### **PROJECT REQUESTS**

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

New project requests were submitted for funding consideration. Proposed projects should meet a specific objective such as a mobility need or a State of Good Repair need or requirement and should be consistent with UTA's overall Strategic Plan and goals.

Project requests must include the overall project costs, the yearly budget needs for the project development, and the long-term operating and maintenance costs, including State of Good Repair costs if applicable. Potential funding sources are also identified in the project request.



#### **PROJECT PRIORITIZATIONS**

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

### **Previous Five-Year Plan Alignment**

Projects are evaluated based on how well they continue or build upon priorities established in the prior 2025-2029 Five-Year Capital Plan, ensuring continuity and consistency in long-term planning.



### **Legal and Safety Requirements**

Priority is given to projects that address regulatory compliance or critical safety needs, aligning with UTA's responsibility to provide a secure and legally sound transit system.



### **Delivery Potential**

Projects are assessed for their feasibility, readiness, and ability to be implemented within the five-year window, maximizing the effective use of available resources.



### Moving Utahns to a Better Quality of Life

70% of Utah's population (and 75% of UTA's service area) resides within one-half mile of UTA's transit service, and the carbon footprint of UTA vehicles and facilities is reduced by 25%



### **Exceeding Customer Expectations**

Achieve a 45% increase in UTA's Net Promoter Score (How likely would you be to recommend UTA to your friends and family?)



### Achieving Organizational Excellence

Receive industry recognition for operating a dynamic and forward-thinking public enterprise



### **Building Community Support**

More than 100 actively engaged formal alliances and affinity groups telling their stories in ways that influence transit-friendly outcomes



### **Generating Critical Economic Return**

Communities across the region and state recognize the economic value and positive return on investment that UTA provides statewide

#### Chapter 3

## Five-Year Capital Plan Project Pages



**Meadowbrook Electrification** 



Davis-SLC Community Connector



**Bus Stop Program** 



FrontRunner 2X



**Midvalley Express** 



TRAX Orange Line Implementation and Red Line Realignment Study



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



5600 West Bus Route (West Salt Lake County)



FrontRunner South Extension



Maintenance and MOW Training Facilities



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



TRAX Forward Program



Bus Procurement and Replacement Program



Light Rail Vehicle Replacement



FrontRunner Vehicle Rehabilitation



Fare System Replacement



### **Meadowbrook Electrification**

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

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



Plug-in charging infrastructure



Overhead chargers

#### **SCHEDULE**

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

Fall 2026

## 5-YEAR CAPITAL COST PROJECT FY26 FY27 FY28 TOTAL FMA693 Meadowbrook Electrification \$2.3M \$2.3M

#### **GOALS**

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





## **Davis-Salt Lake City Community Connector**

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

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

#### **GOALS**

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

# SCHEDULE Environmental and Preliminary Design Complete, FTA Small Starts Grant Submitted Construction 2026-2028 Route in Service 2029 5-YEAR CAPITAL COST

\$21.6M

\$4.9M

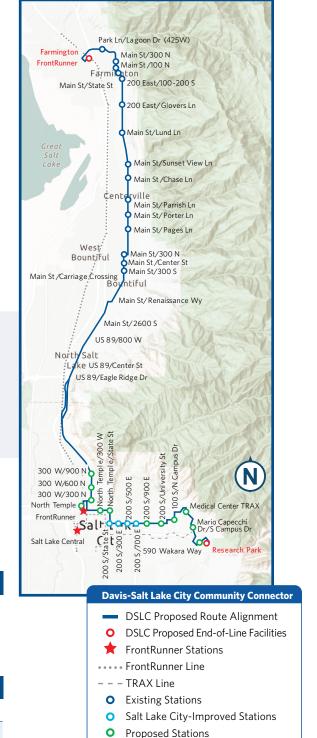
\$1.4M

\$5M

**FY30** 

**TOTAL** 

\$33M



**PROJECT** 

MSP202 Davis-SLC Connector



### **Bus Stop Program**

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

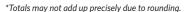
The purpose of these improvements is to make stops accessible to all riders, including people with limited mobility. Enhancements will vary by location but typically include replacement of sidewalk panels and new concrete pads with the addition of shelters, benches, trash cans, bike racks, and lighting.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

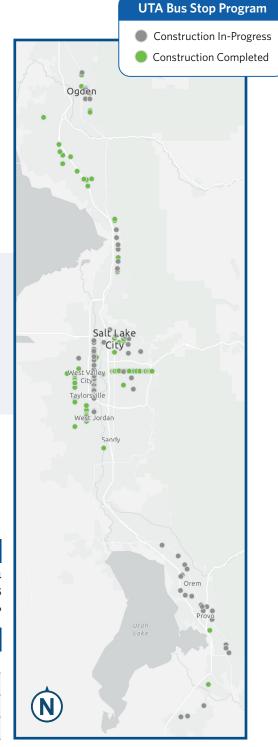
#### **GOALS**

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

# SCHEDULE 59 Bus Stops Constructed 2024 31 to Be Constructed (NP002), 43 to Be Constructed (SGR407) 2025 60 to Be Constructed (MSP301) 2026 5-YEAR CAPITAL COST

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







### **FrontRunner 2X**

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

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

#### **GOALS**

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



Project is managed by UDOT with support by UTA

frontrunner2x.utah.gov

#### **SCHEDULE**

Environmental Study, Design Selection, & Start of Preconstruction

Design, Preconstruction, Procurement, & Grant Approval

Construction, Manufacturing, & Delivery

Operation with 15-Minute Peak Service

2023-2024

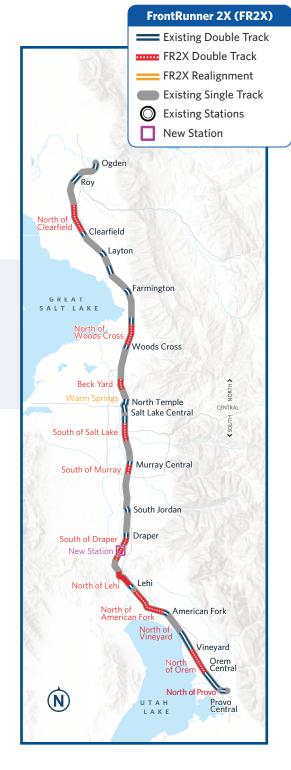
2025-2026

2026-2029

#### **5-YEAR CAPITAL COST**

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP252 FrontRunner 2X*	\$2.9M	\$3.2M	\$2.7M	\$2.7M	-	\$11.4M

\*Total may not add up precisely due to rounding.





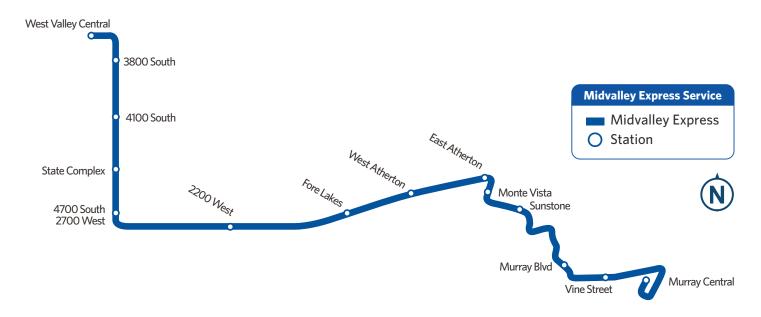
### **Midvalley Express**

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

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

#### **GOALS**

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



#### **SCHEDULE**

Construction Starts
Construction Ends
Route in Service

Spring 2024
Fall 2026
2027

UTA

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

### 5-YEAR CAPITAL COST

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



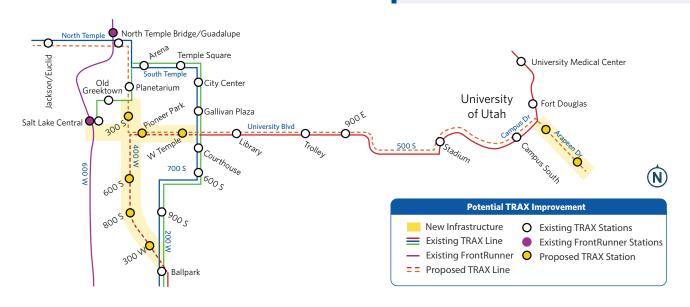
## TRAX Orange Line Implementation and Red Line Realignment Study

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

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

#### **GOALS**

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



#### **SCHEDULE**

Study Completed January 2025
Future Studies TBD (Funding Dependent)

5-YEAR CAPITAL COST							
PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL	
MSP254 TechLink	\$100K	\$100K	\$100K	\$100K	\$100K	\$500K (Study Only)	



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

UTA, in collaboration with Salt Lake City and **UDOT**, is extending the S-Line from the end of the line at Fairmont Station to the heart of the Sugar House business district at Highland Drive.

This project will also add double tracking to the S-Line to help maintain reliability and operational performance. Service is expected to begin summer 2026.

#### **GOALS**

- Support economic development and serve the growing population
- **Enhance reliable transportation** to the Sugar House business district
- **Provide an alternative to vehicle traffic**
- **Improve connection to Sugar House**



**TOTAL** 

\$31.4M

\$1.3M

#### **SCHEDULE**

**Final Design of Extension** Spring 2025 Construction Summer 2025 to Spring 2026 Summer 2026 **Service Begins** 

5-YEAR CAPITAL COST		
PROJECT	FY26	
MSP259 S-Line Extension	\$30.1M	









Project is in collaboration with Salt Lake City and UDOT rideuta.com/Current-Projects



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

UTA, in partnership with UDOT, has initiated an expansion of bus service in the west side of Salt Lake County, covering the cities of Salt Lake, West Valley, West Jordan, and Kearns.

The state population is projected to double by 2050, with current and future growth occurring on the west side of the county. This project is the selected transit alternative for UDOT's Mountain View Corridor project and has been identified in the UTA Five-Year Service Plan to address the future growth of west Salt Lake County.

#### **GOALS**

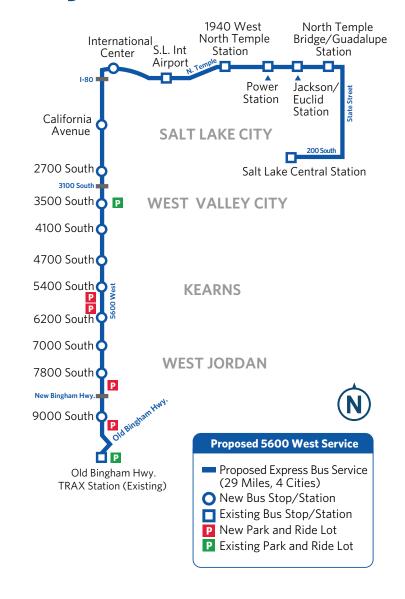
- Increase UTA services for the growing population of west Salt Lake County
- Improve regional mobility by reducing roadway congestion and supporting increased transit availability
- Connect west Salt Lake County with more access to major employment centers

#### **SCHEDULE**

Environmental/Preliminary Design Fall 2023-Spring 2024
Final Design Fall 2024-Fall 2025
Construction Winter 2026-Fall 2027
Revenue Service - Scheduled Completion Spring 2028

#### **5-YEAR CAPITAL COST**

PROJECT	FY26	FY27	FY28	TOTAL
MSP260 5600 West Bus Route	\$3.2M	\$17M	\$1.5M	\$21.7M





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



## FrontRunner South Extension

UTA is planning to extend FrontRunner commuter rail service from Provo to Payson, including new stations proposed in Springville and Spanish Fork.

This extension was identified in the South Valley Transit Study completed in 2022 and aims to improve regional connectivity in southern Utah County. The current phase of the project includes environmental review under the National Environmental Policy Act (NEPA) and preliminary design. While there is currently no funding or timeline for final design, this project represents a key step toward expanding commuter rail access to growing communities along the Wasatch Front.

#### **GOALS**

- Expand commuter rail access to support population and employment growth in southern Utah County
- Improve regional mobility and reduce roadway congestion by offering a reliable transit alternative
- Establish a foundation for future investment in sustainable transportation infrastructure through environmental review and preliminary design



#### **SCHEDULE**

Project Refinement
Early Scoping
Preliminary Design/Environmental
Final Design

Spring 2024 Summer-Winter 2024 Spring 2025-2026 TBD



Project is managed by UDOT with support by UTA

frontrunner2x.utah.gov

5-YEAR CAPITAL COST						
PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP264 FrontRunner South Extension	\$2.3M	\$300K	\$300K	\$300K	_	\$3.2M



## **Maintenance and MOW Training Facilities**

This project will remodel an existing facility to establish the Transit Technical Education Center (TTEC), a centralized hub for all UTA apprenticeship programs.

TTEC will support training in Bus, Light Rail, Commuter Rail, Maintenance of Way, Facilities, HVAC, and Body Shop apprenticeship. The remodeled building will include four modern classrooms, three full-size bus bays, and an external classroom. An adjacent Maintenance of Way (MOW) training yard will replicate real-world UTA rail conditions, providing a safe, purpose-built environment for developing safety-sensitive competencies. TTEC will ensure apprentices and students receive consistent, immersive, and high-quality training that prepares them for success in their chosen field.

#### **GOALS**

- Create a dedicated, centralized training facility that supports the current and future needs of UTA's apprenticeship programs across all maintenance disciplines
- Provide a safe, hands-on learning environment that mirrors real-world transit operations, including rail alignment and vehicle systems
- Equip the facility with state-of-the-art tools, training modules, and instructional spaces to enable vendor, technical, and regulatory compliance training

2025-2026
Fall 2026

5-YEAR CAPITAL COST				
PROJECT	FY26	FY27	FY28	TOTAL
MSP267 New Maintenance Training Facility	\$7.3M	-	-	\$7.3M
MSP271 MOW Training Yard	\$1.5M	-	-	\$1.5M







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

UTA is designing two park and ride lots in Utah County: one in Eagle Mountain and one in Saratoga Springs.

Positioned along the 860 bus route, these two park and ride lots provide enhanced access to residents in the area to connect to the FrontRunner commuter rail service. These park and ride lots are expected to be completed in summer of 2025 (Eagle Mountain) and spring of 2026 (Saratoga Springs).

#### **GOALS**

- Increase UTA services for the growing population of Utah County
- Improve regional mobility by reducing roadway congestion and supporting increased transit availability
- Connect west Utah County with more access to transit connections



#### **SCHEDULE**

Eagle Mountain Preliminary DesignSpring 2024-Spring 2025Eagle Mountain Final DesignSpring 2025-Summer 2025Eagle Mountain ConstructionFall 2025-Spring 2026Saratoga Springs Final DesignSpring 2024-Early 2025Saratoga Springs ConstructionSpring 2025-Summer 2025

### 5-YEAR CAPITAL COST

PROJECT	FY26	FY27	TOTAL
MSP286 Utah County Park & Ride Lots	\$3.2M	-	\$3.2M



## TRAX Forward Program

TRAX Forward is a unified term that encompasses UTA's ongoing TRAX improvements and modernization projects.

This multi-project effort incorporates a realignment of the TRAX Red Line, the targeted creation of a TRAX Orange Line, the expansion of late night and early morning service, an extension of the S-Line streetcar, light rail fleet rehabilitation and replacement, platform improvements (including ADA accessibility measures), safety infrastructure upgrades, and train-to-train communication systems replacements. As the Salt Lake Valley continues to grow and evolve, TRAX Forward provides a vision for sustainable, desirable, and efficient light rail transportation options that meet community needs.

#### **GOALS**

- Adapt UTA's light rail system to evolving travel patterns and technological progressions
- Combat wear and tear from extreme summer and winter weather to ensure greater reliability, safety, and efficiency year-round
- Enhance the interface between light rail and other modes of transportation, ensuring a seamless travel experience for all





#### **SCHEDULE**

Varies by Project As Required

For more information on TRAX projects, visit

rideuta.com/Current-Projects/TRAX-Forward

5-YEAR CAPITAL COST*							
PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL	
MSP320 TRAX Forward	\$100K	\$100K	\$100K	\$100K	\$100K	\$500K	

\*Projected funding for high-level management of program, does not include actual funding for individual projects.



## **Bus Procurement and Replacement Program**

UTA is undertaking a comprehensive, ongoing initiative to modernize its public transit fleet, including both standard buses and on-demand paratransit vehicles.

Each year, a set number of aging buses are retired and replaced with newer, more efficient models to ensure that transit services remain reliable, safe, environmentally responsible, and comfortable for passengers. As part of this broader effort, the Paratransit Vehicle Replacement Project focuses on enhancing accessibility and the rider experience for individuals who rely on specialized transit services. This project introduces modern, low-floor paratransit vehicles that eliminate the need for traditional lifts, making boarding faster, safer, and more convenient for passengers with mobility challenges.

#### **GOALS**

- Reinforce UTA's commitment to providing inclusive and accessible transportation for all riders
- Modernize vehicles, reducing maintenance costs, improving fuel efficiency, and increasing safety
- Transition to low-floor vehicles to improve accessibility and convenience for riders
- Incorporate emissions control technologies to reduce the environmental impacts of UTA vehicles



New Gillig 40' Battery-Electric Bus

Paratransit Replacements
Bus Procurement and Replacement

On-going Initiative

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

<sup>\*</sup>Totals may not add up precisely due to rounding.



## **Light Rail Vehicle Replacement**

UTA's TRAX system has operated Siemens SD100 and SD160 light rail vehicles (LRV) since 1999 and 2001, respectively, but is now overhauling and replacing them with new Stadler CITYLINK light rail trainsets.

The SD100 and SD160 LRVs had high floors, requiring passengers to climb steep steps or use long switchback wheelchair ramps in order to enter. The new vehicles feature low-floor boarding, while also being compatible with existing track and station infrastructure. By eliminating the need for steps and ramps, the new LRVs make boarding safer, faster, and more inclusive. These efforts help advance UTA's goals of comfort, reliability, and accessibility for all passengers.

#### **GOALS**

- Improve accessibility by eliminating high block loading platforms, enabling operation of new/existing fleet
- Ensure safety of TRAX passengers by replacing critical vehicle components
- Provide a comfortable and reliable experience for all riders



#### **SCHEDULE**

Production 2025-2026
LRV Delivery - Scheduled Completion 2027
Revenue Service - Scheduled Completion 2028

5-YEAR CAPITAL COST						
PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
REV238 SD100/SD160 Light Rail Vehicle Replacement	\$54.3M	\$18.8M	\$68.2M	\$40.7M	\$4.7M	\$186.7M



## **FrontRunner Vehicle Rehabilitation**

In order to support the transit needs of rapidly expanding communities along the Wasatch Front, UTA is overhauling its FrontRunner commuter rail vehicles.

This project will overhaul the interior and mechanical components of UTA's 38 bi-level passenger cars and 18 locomotives, upgrading aging parts with improved components. The overhauled trains will ensure passenger comfort, accessibility, reliability, and safety

#### **GOALS**

- Reduce train maintenance and fuel costs by replacing aging vehicles with modern alternatives
- Improve reliability through avoiding maintenance-related delays
- Enhance passenger comfort with new interior train designs





#### **SCHEDULE**

Train Procurement 2025-2026
Manufacturing, Delivery, and Testing 2026-2029
Operations Begin 2030



Project is managed by UDOT with support by UTA

frontrunner2x.utah.gov

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
SGR391 Commuter Rail Vehicle Rehab and Replacement	\$3M	\$8.5M	\$20M	\$15M	\$15M	\$61.5M



## **Fare System Replacement**

UTA Fares Systems Replacement Program aims to simplify payment for all riders by updating existing hardware used to validate transit fares.

This project will also streamline and integrate all independent fare systems into one intuitive and innovative platform. Ticket vending machines are already installed, while ticket validators will be operational by the end of 2025, and planning for future features, such as open payment and mobile fare options, is currently in early stages.

#### **GOALS**

- Retire old, less efficient ticketing systems
- Take advantage of new technology by updating UTA ticketing
- Simplify fare payment for all riders















#### **SCHEDULE**

Replace all Ticket Vending Machines

Replace the Validators on Buses and at Rail Stations

Replace the Multi-Platform Systems with one Integrated Fare Payment Platform

Fall 2024-December 2025

Complete all the System Integration Activities leading to Final System Acceptance

Early 2025-July 2025

5-YEAR CAPITAL COST						
PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
ICI222 Fares Systems Replacement Program	\$10.2M	-	-	-	-	\$10.2M

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#### Chapter 4

## **Five-Year Capital Plan Program Pages**



The 2026-2030 capital requests have been compiled into a new Five-Year Capital Plan. The plan includes year-by-year tables in year-of-expenditure dollars, along with five-year summaries by project type and funding source.

The following pages provides a detailed list of proposed projects, including annual and five-year budgets, anticipated funding contributions, and the required UTA funding for each project.

The proposed 2026 capital budget will be incorporated into UTA's overall 2026 annual budget. Any new or unforeseen needs that arise during the year will be addressed through budget adjustments or amendments as appropriate.

The capital plan and budget is organized and presented by each Chief Office, with projects grouped under the office responsible for their management.

#### **5YCP PROGRAM PAGES BY CHIEF OFFICE**



**Capital Services** 



**Enterprise Strategy** 



**Executive Director (Safety)** 



**Finance** 



**Operations** 

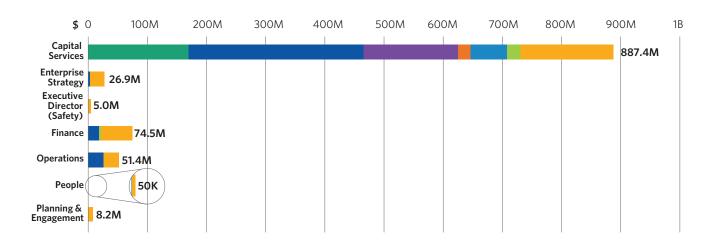


**People** 

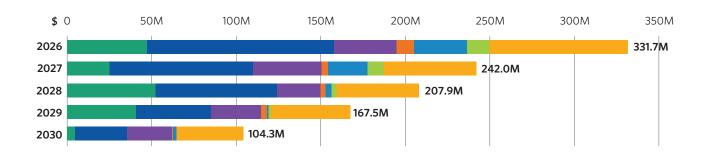


Planning & Engagement

PROP	PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY PROGRAM CATEGORY										
CHIEF OFFICE	Total Budget	■Bonds	■ Awarded Grants	<b>■</b> Lease	■ State	TTIF	■ Local Partner	UTA Local			
Capital Services	887,443,000	169,704,000	296,297,000	158,799,000	21,664,000	61,080,000	23,527,000	156,372,000			
Enterprise Strategy	26,866,000	-	3,200,000	-	-	-	-	23,666,000			
Executive Director (Safety)	5,012,000	-	-	-	-	-	-	5,012,000			
Finance	74,488,000	-	18,174,000	-	-	-	3,826,000	52,488,000			
Operations	51,382,000	-	25,631,000	-	-	-	-	25,751,000			
People	50,000	-	-	-	-	-	-	50,000			
Planning & Engagement	8,163,000	-	-	-	-	-	-	8,163,000			
Grand Total	1,053,404,000	169,704,000	343,302,000	158,799,000	21,664,000	61,080,000	27,353,000	271,502,000			



	PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY YEAR										
YEAR	Total Budget	■Bonds	■ Awarded Grants	<b>■</b> Lease	■ State	■ TTIF	■ Local Partner	UTA Local			
2026	331,738,000	47,285,000	110,743,000	36,714,000	10,622,000	31,050,000	13,478,000	81,846,000			
2027	241,974,000	24,915,000	85,090,000	40,556,000	3,856,000	23,380,000	9,300,000	54,877,000			
2028	207,932,000	52,117,000	72,102,000	25,528,000	3,093,000	3,525,000	3,033,000	48,534,000			
2029	167,506,000	40,697,000	44,456,000	29,640,000	3,393,000	974,000	1,521,000	46,825,000			
2030	104,254,000	4,690,000	30,911,000	26,361,000	700,000	2,151,000	21,000	39,420,000			
Grand Total	1,053,404,000	169,704,000	343,302,000	158,799,000	21,664,000	61,080,000	27,353,000	271,502,000			



#### PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY PROGRAM CATEGORY PER YEAR

2026								
CHIEF OFFICE	2026 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	271,488,000	47,285,000	88,086,000	36,714,000	10,622,000	31,050,000	9,652,000	48,079,000
Enterprise Strategy	14,851,000	-	3,200,000	-	-	-	-	11,651,000
Executive Director (Safety)	1,485,000	-	-	-	-	-	-	1,485,000
Finance	32,646,000	-	16,589,000	-	-	-	3,826,000	12,231,000
Operations	8,974,000	-	2,868,000	-	-	-	-	6,106,000
People	50,000	-	-	-	-	-	-	50,000
Planning & Engagement	2,244,000	-	-	-	-	-	-	2,244,000
Grand Total	331,738,000	47,285,000	110,743,000	36,714,000	10,622,000	31,050,000	13,478,000	81,846,000

2027									
CHIEF OFFICE	2027 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local	
Capital Services	211,221,000	24,915,000	78,076,000	40,556,000	3,856,000	23,380,000	9,300,000	31,138,000	
Enterprise Strategy	2,555,000	-	-	-	-	-	-	2,555,000	
Executive Director (Safety)	843,000	-	-	-	-	-	-	843,000	
Finance	10,518,000	-	395,000	-	-	-	-	10,123,000	
Operations	15,328,000	-	6,619,000	-	-	-	-	8,709,000	
People	-	-	-	-	-	-	-	-	
Planning & Engagement	1,509,000	-	-	-	-	-	-	1,509,000	
Grand Total	241,974,000	24,915,000	85,090,000	40,556,000	3,856,000	23,380,000	9,300,000	54,877,000	

2028									
CHIEF OFFICE	2028 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local	
Capital Services	180,425,000	52,117,000	64,457,000	25,528,000	3,093,000	3,525,000	3,033,000	28,672,000	
Enterprise Strategy	3,435,000	-	-	-	-	-	-	3,435,000	
Executive Director (Safety)	907,000	-	-	-	-	-	-	907,000	
Finance	10,445,000	-	405,000	-	-	-	-	10,040,000	
Operations	11,200,000	-	7,240,000	-	-	-	-	3,960,000	
People	-	-	-	-	-	-	-	-	
Planning & Engagement	1,520,000	-	-	-	-	-	-	1,520,000	
Grand Total	207,932,000	52,117,000	72,102,000	25,528,000	3,093,000	3,525,000	3,033,000	48,534,000	

#### PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY PROGRAM CATEGORY PER YEAR

2029								
CHIEF OFFICE	2029 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	142,615,000	40,697,000	38,617,000	29,640,000	3,393,000	974,000	1,521,000	27,773,000
Enterprise Strategy	2,875,000	-	-	-	-	-	-	2,875,000
Executive Director (Safety)	1,007,000	-	-	-	-	-	-	1,007,000
Finance	10,484,000	-	415,000	-	-	-	-	10,069,000
Operations	9,080,000	-	5,424,000	-	-	-	-	3,656,000
People	-	-	-	-	-	-	-	-
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000
Grand Total	167,506,000	40,697,000	44,456,000	29,640,000	3,393,000	974,000	1,521,000	46,825,000

2030									
CHIEF OFFICE	2030 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local	
Capital Services	81,694,000	4,690,000	27,061,000	26,361,000	700,000	2,151,000	21,000	20,710,000	
Enterprise Strategy	3,150,000	-	-	-	-	-	-	3,150,000	
Executive Director (Safety)	770,000	-	-	-	-	-	-	770,000	
Finance	10,395,000	-	370,000	-	-	-	-	10,025,000	
Operations	6,800,000	-	3,480,000	-	-	-	-	3,320,000	
People	-	-	-	-	-	-	-	-	
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000	
Grand Total	104,254,000	4,690,000	30,911,000	26,361,000	700,000	2,151,000	21,000	39,420,000	

# **Capital Services**

Oversees the planning, design, and construction of major projects that improve safety, expand service, maintain infrastructure, meet regulatory requirements, and make the most of UTA's real estate assets.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030 \$887.4M



PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Totals by Fiscal Year	271,488,000	211,221,000	180,425,000	142,615,000	81,694,000	887,443,000
FMA516 - Corridor Fencing	50,000	50,000	50,000	50,000	50,000	250,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	1,040,000	540,000	500,000	500,000	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	2,336,000	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	-	-	-	2,010,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	589,000	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
FMA700 - Elevator Replacements- Farmington Station	-	50,000	600,000	-	-	650,000
FMA701 - Escalators Replacement- North Temple Station	125,000	1,000,000	-	-	-	1,125,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
MSP132 - IPCS Tech Support	35,000	35,000	35,000	35,000	35,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	500,000	-	-	2,500,000
MSP156 - Prop 1 Davis County	100,000	-	-	-	-	100,000
MSP185 - Ogden/Weber State University BRT	3,500,000	-	-	-	-	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	-	4,800,000

### Capital Services (cont.)

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
MSP202 - (Grant Dependent) Davis- SLC Community Connector	5,000,000	21,618,000	4,860,000	1,415,000	94,000	32,987,000
MSP205- TIGER Program of Projects	-	-	-	-	-	
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	200,000	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	70,000	70,000	-	-	1,640,000
MSP216 - Point of the Mountain Transit	231,000	200,000	200,000	200,000	2,102,000	2,933,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	511,000	511,000	10,000	10,000	10,000	1,052,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	2,856,000	3,156,000	2,693,000	2,693,000	-	11,398,000
MSP253 - Midvalley Connector	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - Orange/Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	11,062,000	15,500,000	2,738,000	-	-	29,300,000
MSP259 - S-Line Extension	30,086,000	1,285,000	-	-	-	31,371,000
MSP260 - 5600 West Bus Route	3,200,000	17,000,000	1,500,000	-	-	21,700,000
MSP262 - SL Central HQ Office	760,000	-	-	-	-	760,000
MSP263 - TOD Working Capital	1,662,000	688,000	688,000	688,000	688,000	4,414,000
MSP264 - FrontRunner South Extension	2,300,000	300,000	300,000	300,000	-	3,200,000
MSP265 - Program Management Support	4,000,000	3,730,000	3,730,000	3,730,000	3,730,000	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	7,250,000
MSP271 - MOW Training Yard	1,500,000	-	-	-	-	1,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000
MSP286 - Utah County Park & Ride Lots	3,200,000	-	-	-	-	3,200,000
MSP287 - 900 East UVX Station	212,000	-	-	-	-	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	2,440,000
MSP312 - FrontRunner Point Improvements	300,000	300,000	-	300,000	300,000	1,200,000
MSP320- TRAX Forward	100,000	100,000	100,000	100,000	100,000	500,000
MSP324 - Bus Stop Amenities	400,000	1,600,000	410,000	10,000	10,000	2,430,000
MSP325 - 200 South-Phase III-Transit Signal Priority	1,285,000	2,785,000	428,000	-	-	4,498,000
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	-	-	-	11,000	87,000	98,000
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	11,000	94,000	105,000
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	9,000	100,000	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	2,000,000	2,000,000	2,500,000	2,000,000	10,500,000

### **Capital Services (cont.)**

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
REV209 - Paratransit Replacements	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Replacement Buses	16,580,000	24,857,000	13,888,000	25,640,000	22,861,000	103,826,000
REV224 - Bus Overhaul	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
REV232 - Van Pool Van Replacements	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
REV236 - VW Battery Buses	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	18,830,000	68,153,000	40,697,000	4,690,000	186,692,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
REV243 - FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	1,000	21,309,000	-	-	-	21,310,000
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	1,000	3,406,000	-	3,407,000
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	1,200,000	1,050,000	-	-	3,300,000
SGR040 - Light Rail Vehicle Rehab	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - LRT Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Commuter Rail Engine Overhaul	2,800,000	-	-	-	-	2,800,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	460,000	500,000	520,000	540,000	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	2,250,000	3,250,000	5,100,000	1,250,000	18,100,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	8,500,000	20,000,000	15,000,000	15,000,000	61,500,000
SGR393 - Grade Crossing Replacement Program	2,000,000	2,500,000	2,500,000	2,500,000	2,500,000	12,000,000
SGR397 - TPSS Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - OCS Rehab/Replace	4,462,000	2,000,000	3,625,000	5,000,000	2,500,000	17,587,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,500,000	6,500,000	6,500,000	6,500,000	6,000,000	32,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	5,600,000	6,700,000	6,900,000	3,300,000	25,000,000
SGR407 - Bus Stop Enhancements	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - Route End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000
SGR409 - System Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-
SGR412 - PCC Replacement Project	1,900,000	-	-	-	-	1,900,000
SGR413 - TPSS Building Rehab	100,000	1,000,000	-	-	-	1,100,000
SGR414 - Rail Grinding	-	1,300,000	2,600,000	1,300,000	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	130,000

## **Enterprise Strategy**

Coordinates agency-wide functions such as IT, performance analysis, policy, and risk management to ensure UTA operates efficiently and stays aligned with long-term goals.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030 \$26.9M



PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	14,851,000	2,555,000	3,435,000	2,875,000	3,150,000	26,866,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	50,000	50,000	-	-	150,000
ICI179- Network Infrastructure Equipment & Software	1,200,000	800,000	500,000	500,000	500,000	3,500,000
ICI186 - In-House Application Development	150,000	150,000	150,000	150,000	150,000	750,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	475,000	150,000	260,000	495,000	550,000	1,930,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	300,000	1,600,000	880,000	1,100,000	4,380,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	-	-	-	4,000,000
ICI230 - Operations System	5,356,000	180,000	-	-	-	5,536,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000	100,000	-	-	-	245,000
ICI233 - Technology Systems- State of Good Repair	175,000	125,000	175,000	150,000	150,000	775,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	700,000	700,000	700,000	700,000	3,500,000

# **Executive Director** (Safety)

Leads UTA's systemwide safety, security, and emergency preparedness efforts, with a focus on both proactive risk assessment and infrastructure investment.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030 \$5.0M



PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	1,485,000	843,000	907,000	1,007,000	770,000	5,012,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - Camera Sustainability	645,000	636,000	500,000	600,000	650,000	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	87,000	287,000	287,000	-	661,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	-	-	-	100,000

## **Finance**

Leads UTA's budgeting, accounting, procurement, fare collection, risk management, and grant funding to maintain financial stability and ensure resources are used effectively.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030 \$74.5M

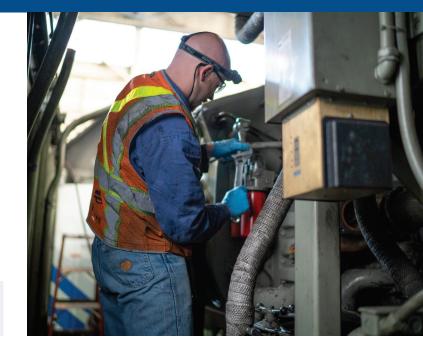


PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	32,646,000	10,518,000	10,445,000	10,484,000	10,395,000	74,488,000
CDA006 - 5310 Administration Funds All Years	322,000	332,000	342,000	352,000	370,000	1,718,000
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	123,000	40,000	69,000	25,000	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	-	-	-	10,209,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	-	252,000
MSP222 - FFY 2018 20-1903 P/O 5310			-			-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000	-	-	-	-	100,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000	-	-	-	-	275,000
MSP278 - FFY 2022 UT02023 O/L 5310	175,000	-	-	-	-	175,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000	-	-	-	-	20,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	105,000	-	-	-	-	105,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	-	-	-	5,000
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	-	-	-	-	15,000
MSP302 - FFY 2024 O/L 5310	900,000	-	-	-	-	900,000
MSP303 - FFY 2023 O/L 5310	320,000	-	-	-	-	320,000
MSP304 - FFY 2023 P/O 5310	450,000	-	-	-	-	450,000
MSP305 - FFY 2023 SL/WV 5310	1,303,000	-	-	-	-	1,303,000
MSP306 - FFY 2026 All UZAs 5310	3,360,000	-	-	-	-	3,360,000
MSP307 - FFY 2025 All UZAs 5310	3,262,000	-	-	-	-	3,262,000
MSP308 - FFY 2024 SL/WV 5310	1,054,000	-	-	-	-	1,054,000
MSP309 - FFY 2024 P/O 5310	643,000	-	-	-	-	643,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000

## **Operations**

Manages UTA's core systems and services, including technology, data, and workforce development, to boost performance, support strategic goals, and foster continuous improvement across the agency.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030 \$51.4M



PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	8,974,000	15,328,000	11,200,000	9,080,000	6,800,000	51,382,000
FMA543 - Police Fleet Vehicles	1,138,000	1,172,000	725,000	730,000	1,000,000	4,765,000
FMA652 - Facilities Equipment Replacement	2,000,000	2,000,000	2,000,000	800,000	800,000	7,600,000
FMA653 - Facilities Rehab/Replacement	1,253,000	890,000	1,025,000	720,000	670,000	4,558,000
FMA672 - Park & Ride Rehab/Replacement	480,000	480,000	480,000	480,000	480,000	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	495,000	500,000	300,000	500,000	2,355,000
FMA684 - Police Equipment	275,000	275,000	475,000	350,000	350,000	1,725,000
FMA685 - Wheel Truing Machine JRSC	233,000	1,977,000	-	-	-	2,210,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-
FMA703 - Police RMS/CAD	5,000	2,100,000	-	-	-	2,105,000
FMA704 - Floor Restoration Mt.Ogden	-	939,000	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	1,600,000	600,000	-	-	-	2,200,000
SGR416 - LRV Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000
SGR417 - LRV 1168 Accident Repairs	1,280,000	1,550,000	145,000	-	-	2,975,000

## **People**

Focuses on developing a skilled, supported, and futureready workforce through strategic investments in training, health, and technology.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030





PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	50,000	-	-	-	-	50,000
FMA705 - HEP Load Bank for HEP Trainer	50,000	-	-	-	-	50,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-

# Planning & Engagement

Leads strategic initiatives that enhance bus speed and reliability, pilot new mobility solutions, improve wayfinding and accessibility, and ensure services are responsive to the diverse needs of the communities UTA serves.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030 \$8.2M



PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	2,244,000	1,509,000	1,520,000	1,445,000	1,445,000	8,163,000
MSP198 - Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	445,000	445,000	445,000	445,000	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000
MSP294 - Planning Studies	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	300,000	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-

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#### Chapter 5

## **Next Steps**



As UTA looks ahead, continued collaboration with state and regional partners will be essential to advancing major transit investments. A key focus of the next phase is implementing House Bill 322, passed in 2022 by the Utah State Legislature, which designated UDOT as the lead agency for delivering fixed guideway projects receiving state funding.



#### **UTA/UDOT COORDINATION**

**House Bill 322 (2022)**, titled Public Transit Capital Development Modifications, formalizes the partnership between UDOT and UTA, strengthens coordination efforts, and provides dedicated state funding to support major transit investments across the region. These state funds can also be used to leverage additional grant funding.

The following projects represent current UDOT and UTA partnerships established under House Bill 322:



#### FrontRunner 2X

Double tracking of UTA's FrontRunner system to increase overall capacity and frequency of this service



#### **Point of the Mountain Improvements**

Tied to FrontRunner 2X; includes a new station and double tracking in the Bluffdale area



#### **S-Line Extension**

Extension of the S-Line streetcar line going up to Highland Drive



#### Midvalley Connector (Midvalley Express, MVX)

Bus rapid transit route going from Murray Central Station to West Valley Central Station



#### **FrontRunner South Extension**

Early efforts relating to a FrontRunner extension going from Provo to Payson



#### **Sharp/Tintic Rail Corridor Connection**

Connection between two existing rail corridors that would facilitate a future FrontRunner extension from Provo to Payson



## TRAX Orange Line Implementation and Red Line Realignment

Future light rail system improvements around the downtown Salt Lake City and University of Utah area



The recent passage of **Senate Bill 174 (2025)**, titled Transit and Transportation Governance Amendments, further strengthens the coordination between UDOT, UTA, and other stakeholders in the development of transit projects.

This bill expands UDOT's oversight over fixed guideway projects, specifically ensuring that UDOT is the lead agency for projects that receive state funding. Under this new legislation, UDOT will not only oversee project delivery but also be responsible for the planning, design, and construction of major transit projects, ensuring they align with state transportation priorities.

The funding allocated through Senate Bill 174 will support a variety of fixed guideway transit projects, including the extension of light rail systems, development of bus rapid transit (BRT) corridors, and the creation of new commuter rail lines. It also enables the construction of new transit stations, modernization of existing infrastructure, and improvements to key transit hubs.

This funding is designed to facilitate the growth of the regional transit network, expanding service to underserved areas, reducing congestion, and improving overall connectivity. Additionally, projects supported by the bill will prioritize sustainability through eco-friendly technologies, such as electric buses and energy-efficient transit systems.

For more information, visit:

https://wfrc.org/wp-content/uploads/2025/01/SB-174-2025-Transitand-Transportation-Governance-Amendments-Summary\_UTA-Final-2.pdf

#### CONCLUSION

As UTA moves forward with the 2026-2030 Five-Year Capital Plan, our commitment remains rooted in delivering safe, efficient, and forward-thinking transit solutions that keep pace with Utah's rapid growth and evolving mobility needs. This plan reflects not only our investment in infrastructure but also our investment in people — ensuring that riders of all ages and abilities can access opportunities, connect with their communities, and travel with confidence.

Looking ahead, collaboration will remain key to our success. We are grateful for the continued support of our regional partners, state and federal agencies, and the many communities we serve. Together, we will turn this vision into reality — expanding service, modernizing systems, and building a more connected and resilient future for Utah. With transparency, fiscal responsibility, and innovation guiding our path, UTA is excited to continue moving Utahns toward a better quality of life.









**UTA's focus remains** on aligning today's investments with tomorrow's transit needs.

#### 2026-2030 Five-Year Capital Plan - Project Key (Selected Projects)

UTA's Five-Year Capital Plan consists of a list of projects over the next five years that UTA plans to execute on. The typical project is identified by a six-digit grouping of letters and numbers to make up the unique project code. The letters are tied to the type of project being referenced and a general description of those letter groupings is provided below. The grouping of numbers represents a numerical value used provide a unique number so these projects can be easily tracked. The main project groupings are as follows:

FMA Projects: Facilities, public safety, and security projects

ICI Projects: Information Technology projects

MSP Projects: General capital projects

REV Projects: Vehicles purchases or repairs

SGR Projects: State of Good Repair projects. Projects used for major rehabilitation or replacements of existing assets.

#### **Project Explanation:**

- 1) FMA698- Midvale RSC Operations work space and amenity remodel
  - a. Workspace and amenity remodel at Midvale Rail Service Center for the Operations group
- 2) MSP132- IPCS Tech Support
  - a. UTA uses the Internal Project Control System to track capital costs and handle the grants tracking function. This project includes funding for ongoing tech support needed to address system performance or implement system improvements.
- 3) MSP156- Prop 1 Davis County
  - a. Project to construct bus stops in Davis county.
- 4) MSP189- Signal Pre-emption Projects w/UDOT
  - a. Project used to perform signal system improvements along UTA's corridor. These improvements are done in conjunction with UDOT.
- 5) MSP208- Clearfield FR Station Trail
  - a. Walking path construction that connects the south end of the Clearfield Station to Antelope Drive and the Freeport Center.
- 6) MSP215- Sharp/Tintic Rail Corridor Connection
  - a. UDOT led project that UTA is supporting. Project location is in Springville and will eventually connect the two rail corridors and provide a necessary connection for the FrontRunner extension to Payson.

- 7) MSP248- Planning & Environmental Analysis
  - a. Project used to carry out minor planning and environmental analysis projects.
- 8) MSP254- Orange/Red Line Realignment
  - a. Formerly known as TechLink. UDOT is leading this project with UTA support. Early concepts call for adding a new rail extension from Ball Park Station thru the Granary District and also an extension at the University of Utah through Research Park.
- 9) MSP263-TOD Working Capital
  - a. Transit Oriented Development Working Capital- project used for UTA TOD interests.
- 10) MSP301- Federal Bus Stops 5339
  - a. Construction of bus stops using 5339 Federal Formula Funds.
- 11) MSP312- FrontRunner Point Improvement
  - a. UDOT lead project UTA is supporting. Project is part of the FrontRunner 2X program and is specifically focused on the Bluffdale station and three additional areas of double-track.
- 12) MSP320- TRAX Forward
  - a. Planning efforts relating to UTA's core projects leading up to the 2034 Olympics.
- 13) MSP325- 200 South-Phase III-Transit Signal Priority
  - a. Project in partnership with UDOT and Salt Lake City to continue Transit Signal priority efforts along 200 South
- 14) SGR412- PCC Replacement
  - a. Replacement of the original Blue line Power Control Cabinets at the various stations. Power control cabinets provide power to the station electronics including signs, snow melt, etc.
- 15) SGR414- Rail Grinding
  - a. Effort to bring in 3<sup>rd</sup> party to perform rail grinding on UTA's system. Rail grinding is a maintenance practice where the rail is ground to remove defects, restore some rail profile as much as possible, and improve the contact between the vehicle wheels and the rail.
- 16) SGR415- Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria

  Development
  - a. Development effort for the rail grinding project listed above.
- 17) ICI001- Passenger Information
- a. Replacement of the passenger information signs at various rail stations
   18) ICI214- APC Upgrade

Replacement of the automatic passenger counters on the light rail system.
 May later be expanded to FrontRunner.

#### 19) ICI230- Operations System

a. The implementation of the Workforce and Enterprise Asset Management System (Trapeze)

#### 20) ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet

a. This will help to expedite and create a more efficient process for collection for our self-pay riders. This will also make it easier for riders and our South Salt Lake Business unit to collect and reconcile fares, particularly for those riders who received funding through the state to utilized UTA's services.

#### 21) FMA681- Arc Flash Analysis

 a. OSHA requirement to provide proper notification/information around electrical breaker boxes. Provide users with information regarding voltages, proper PPE, etc. Has to be updated every 5 years.

#### 22) CDA006- 5310 Administration Funds All Years

a. Project that supports the administration of the 5310 program at UTA.
 Primarily staff salary costs.

#### 23) ICI234- Coordinated Mobility IT Support

a. Pass through funds from the state to support UTA's Coordinated Mobility Program and some of the systems they support.

#### 24) MSP222 - FFY 2018 20-1903 P/O 5310

a. Federal Fiscal Year 2018 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Provo/Orem area.

#### 25) MSP276 - FFY 2022 UT 2023 SL/WV 5310

a. Federal Fiscal Year 2022 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley area.

#### 26) MSP277 - FFY 2022 UT-2023-024 P/O 5310

a. Federal Fiscal Year 2022 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Provo/Orem area.

#### 27) MSP278 - FFY 2022 UT02023 O/L 5310

a. Federal Fiscal Year 2022 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Ogden/Layton area.

#### 28) MSP279 - FFY 2021 UT-2023-013 O/L 5310

a. Federal Fiscal Year 2021 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Ogden/Layton area.

#### 29) MSP280 - FFY 2021 UT-2023-014 SL/WV 5310

a. Federal Fiscal Year 2021 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley area.

#### 30) MSP281 - FFY 2021 UT-2023-023 P/O 5310

a. Federal Fiscal Year 2021 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Provo/Orem area.

#### 31) MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310

 Federal Fiscal Year 2019 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Provo/Orem area.

#### 32) MSP302 - FFY 2024 O/L 5310

a. Federal Fiscal Year 2024 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Ogden/Layton area.

#### 33) MSP303 - FFY 2023 O/L 5310

a. Federal Fiscal Year 2023 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Ogden/Layton area.

#### 34) MSP304 - FFY 2023 P/O 5310

a. Federal Fiscal Year 2023 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Provo/Orem area.

#### 35) MSP305 - FFY 2023 SL/WV 5310

 Federal Fiscal Year 2023 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley area.

#### 36) MSP306 - FFY 2026 All UZAs 5310

a. Federal Fiscal Year 2026 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley, Provo/Orem, and Ogden/Layton areas.

#### 37) MSP307 - FFY 2025 All UZAs 5310

a. Federal Fiscal Year 2025 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley, Provo/Orem, and Ogden/Layton areas.

#### 38) MSP308 - FFY 2024 SL/WV 5310

a. Federal Fiscal Year 2024 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley area.

#### 39) MSP309 - FFY 2024 P/O 5310

a. Federal Fiscal Year 2024 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Provo/Orem area.

#### 40) MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310

a. Federal Fiscal Year 2019 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley area.

#### 41) REV239 - HB322 Future Rail Car Purchase Payment

 a. Annual payment to UDOT as part of HB322 where UTA will contribute \$75,000,000 over 15 years to future rail car purchases

#### 42) FMA703- Police RMS/CAD

a. Replacement project for the Police Department's Record Management System and their Dispatch Computer Aided Dispatch (CAD) systems. UTA has been using these current systems for over 10 years now.

#### 43) FMA705 - HEP Load Bank for HEP Trainer

Used to purchase a full-scale head-end power unit for training purposes. A
head-end power unit is basically the locomotive's engine.

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
Capital Services	271,488,000	211,221,000	180,425,000	142,615,000	81,694,000	887,443,000
FMA516 - Corridor Fencing	50,000	50,000	50,000	50,000	50,000	250,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	1,040,000	540,000	500,000	500,000	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	2,336,000	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	-	-	-	2,010,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
FMA698- Midvale RSC Operations work space and amenity remodel	- 4 205 000	589,000	- 2 000 000	- 4 642 000	-	589,000
FMA699- Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
FMA700 - Elevator Replacements - Farmington Station	125 000	50,000	600,000	-	-	650,000
FMA701 - Escalators Replacement- North Temple Station FMA702 - Aboveground Storage Tanks Product Lines Replacement	125,000 320,000	1,000,000	-	-	-	1,125,000 320,000
MSP132 - IPCS Tech Support	35,000	35,000	35,000	35,000	35,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	500,000	33,000	33,000	2,500,000
MSP156- Prop 1 Davis County	100,000	-	-	_	_	100,000
MSP185 - Ogden/Weber State University BRT	3,500,000	-	-	_	_	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	-	4,800,000
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	21,618,000	4,860,000	1,415,000	94,000	32,987,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	200,000	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	70,000	70,000	-	-	1,640,000
MSP216 - Point of the Mountain Transit	231,000	200,000	200,000	200,000	2,102,000	2,933,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	511,000	511,000	10,000	10,000	10,000	1,052,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	2,856,000	3,156,000	2,693,000	2,693,000	-	11,398,000
MSP253 - Mid-Valley Connector	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - Orange/Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	11,062,000	15,500,000	2,738,000	-	-	29,300,000
MSP259 - S-Line Extension	30,086,000	1,285,000	4 500 000	-	-	31,371,000
MSP260 - 5600 West Bus Route	3,200,000	17,000,000	1,500,000	-	-	21,700,000
MSP262 - SL Central HQ Office	760,000	-	-	-	-	760,000
MSP263 - TOD Working Capital MSP264 - FrontRunner South Extension	1,662,000	688,000	688,000	688,000	688,000	4,414,000
MSP265 - Program Management Support	2,300,000 4,000,000	300,000	300,000 3,730,000	300,000	3,730,000	3,200,000 18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	3,730,000	3,730,000	3,730,000	5,730,000	7,250,000
MSP271 - MOW Training Yard	1,500,000	-	-	-	-	1,500,000

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
MSP272 - TRAX Operational Simulator	2020	-	- 2028	2029	2030	Granu Total
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000
MSP286 - Utah County Park & Ride Lots	3,200,000	_	-	_	_	3,200,000
MSP287 - 900 East UVX Station	212,000	_	_		_	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shephard Lane	100,000	100,000	100,000	100,000	100,000	- 300,000
MSP300 - New TRAX platform in South Jordan	_	_	_	_	_	
MSP301 - Federal Bus Stops 5339	2,440,000	_	_	_	_	2,440,000
MSP312 - FrontRunner Point Improvements	300,000	300,000	_	300,000	300,000	1,200,000
MSP320- TRAX Forward	100,000	100,000	100,000	100,000	100,000	500,000
MSP324 - Bus Stop Amenities	400,000	1,600,000	410,000	10,000	10,000	2,430,000
MSP325- 200 South-Phase III-Transit Signal Priority	1,285,000	2,785,000	428,000	-	-	4,498,000
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	-	-	-	11,000	87,000	98,000
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	_	_	-	11,000	94,000	105,000
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	9,000	100,000	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	2,000,000	2,000,000	2,500,000	2,000,000	10,500,000
REV209 - Paratransit Replacements	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Replacement Buses	16,580,000	24,857,000	13,888,000	25,640,000	22,861,000	103,826,000
REV224 - Bus Overhaul	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
REV232 - Van Pool Van Replacements	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
REV236 - VW Battery Buses	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	18,830,000	68,153,000	40,697,000	4,690,000	186,692,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	1,000	21,309,000	-	-	-	21,310,000
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	1,000	3,406,000	-	3,407,000
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	1,200,000	1,050,000	-	-	3,300,000
SGR040 - Light Rail Vehicle Rehab	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - LRT Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Commuter Rail Engine Overhaul	2,800,000	-	-	-	-	2,800,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	460,000	500,000	520,000	540,000	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	2,250,000	3,250,000	5,100,000	1,250,000	18,100,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	8,500,000	20,000,000	15,000,000	15,000,000	61,500,000
SGR393 - Grade Crossing Replacement Program	2,000,000	2,500,000	2,500,000	2,500,000	2,500,000	12,000,000
SGR397 - TPSS Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - OCS Rehab/Replace	4,462,000	2,000,000	3,625,000	5,000,000	2,500,000	17,587,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,500,000	6,500,000	6,500,000	6,500,000	6,000,000	32,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	5,600,000	6,700,000	6,900,000	3,300,000	25,000,000
SGR407 - Bus Stop Enhancements	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - Route End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000
SGR409 - System Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,900,000	-	-	-	-	1,900,000
SGR413 - TPSS Building Rehab	100,000	1,000,000	-	-	-	1,100,000
SGR414- Rail Grinding	-	1,300,000	2,600,000	1,300,000	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	130,000
Enterprise Strategy	14,851,000	2,555,000	3,435,000	2,875,000	3,150,000	26,866,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	150,000
ICI173 - JDE System Enhancements	50,000	50,000 800,000	50,000 500,000	500,000	500,000	150,000 3,500,000
ICI179- Network Infrastructure Equipment & Software ICI186 - In-House Application Development	1,200,000 150,000	150,000	150,000	150,000	150,000	750,000
ICI197 - Bus Communications On-Board Technology	130,000	130,000	130,000	130,000	130,000	730,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	475,000	150,000	260,000	495,000	550,000	1,930,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	300,000	1,600,000	880,000	1,100,000	4,380,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	-	-	-	4,000,000
ICI230- Operations System	5,356,000	180,000	-	-	-	5,536,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000	100,000	-	-	-	245,000
ICI233- Technology Systems- State of Good Repair	175,000	125,000	175,000	150,000	150,000	775,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	700,000	700,000	700,000	700,000	3,500,000
Executive Director (Safety)	1,485,000	843,000	907,000	1,007,000	770,000	5,012,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMAGES - Camera Sustainability	645,000	636,000	500,000	600,000	650,000	3,031,000
FMA658 - Bus Replacement Camera System FMA681 - Arc Flash Analysis	620,000	- 87,000	287,000	287,000	-	620,000 661,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	87,000	287,000	287,000	-	100,000
Finance	32,646,000	10,518,000	10,445,000	10,484,000	10,395,000	74,488,000
CDA006 - 5310 Administration Funds All Years	322,000	332,000	342,000	352,000	370,000	1,718,000
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	123,000	40,000	69,000	25,000	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	-	-	-	10,209,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	-	252,000
MSP222 - FFY 2018 20-1903 P/O 5310			-			-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000	-	-	-	-	100,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000	-	-	-	-	275,000
MSP278 - FFY 2022 UT02023 O/L 5310	175,000	-	-	-	-	175,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000	-	-	-	-	20,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	105,000	-	-	-	-	105,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	-	-	-	5,000
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	-	-	-	-	15,000

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
MSP302 - FFY 2024 O/L 5310	900,000	-	-	-	-	900,000
MSP303 - FFY 2023 O/L 5310	320,000	-	-	-	-	320,000
MSP304 - FFY 2023 P/O 5310	450,000	-	-	-	-	450,000
MSP305 - FFY 2023 SL/WV 5310	1,303,000	-	-	-	-	1,303,000
MSP306 - FFY 2026 All UZAs 5310	3,360,000	-	-	-	-	3,360,000
MSP307 - FFY 2025 All UZAs 5310	3,262,000	-	-	-	-	3,262,000
MSP308 - FFY 2024 SL/WV 5310	1,054,000	-	-	-	-	1,054,000
MSP309 - FFY 2024 P/O 5310	643,000	-	-	-	-	643,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Operations	8,974,000	15,328,000	11,200,000	9,080,000	6,800,000	51,382,000
FMA543 - Police Fleet Vehicles	1,138,000	1,172,000	725,000	730,000	1,000,000	4,765,000
FMA652 - Facilities Equipment Replacement	2,000,000	2,000,000	2,000,000	800,000	800,000	7,600,000
FMA653 - Facilities Rehab/Replacement	1,253,000	890,000	1,025,000	720,000	670,000	4,558,000
FMA672 - Park & Ride Rehab/Replacement	480,000	480,000	480,000	480,000	480,000	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	495,000	500,000	300,000	500,000	2,355,000
FMA684 - Police Equipment	275,000	275,000	475,000	350,000	350,000	1,725,000
FMA685 - Wheel Truing Machine JRSC	233,000	1,977,000	-	-	-	2,210,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-
FMA703- Police RMS/CAD	5,000	2,100,000	-	-	-	2,105,000
FMA704 - Floor Restoration Mt.Ogden	-	939,000	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	1,600,000	600,000	-	-	-	2,200,000
SGR416 - LRV Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000
SGR417 - LRV 1168 Accident Repairs	1,280,000	1,550,000	145,000	-	-	2,975,000
People	50,000	-	-	-	-	50,000
FMA705 - HEP Load Bank for HEP Trainer	50,000	-	-	-	-	50,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-
Planning & Engagement	2,244,000	1,509,000	1,520,000	1,445,000	1,445,000	8,163,000
MSP198 - Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	445,000	445,000	445,000	445,000	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000
MSP294 - Planning Studies	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-,500,000
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	300,000	-	-	-	_	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	_	_	_	_	-
Grand Total	331,738,000	241,974,000	207,932,000	167,506,000	104,254,000	1,053,404,000

ffice/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	887,443,000		296,297,000	158,799,000	21,664,000		23,527,000	156,372,000
FMA516 - Corridor Fencing	250,000	-	-	-	-	-	-	250,000
FMA679 - Building Remodels/Reconfigurations	3,770,000	-	-	-	-	-	-	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	2,336,000	-	-	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	1,540,000	-	-	-	-	470,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	240,000
FMA698- Midvale RSC Operations work space and amenity remodel	589,000	-	-	-	-	-	-	589,000
FMA699- Facility Strategic Plan: Electrical Systems Remediation	9,024,000	-	7,218,000	-	-	-	-	1,806,000
FMA700 - Elevator Replacements- Farmington Station	650,000	-	520,000	-	-	-	-	130,000
FMA701 - Escalators Replacement- North Temple Station	1,125,000	-	900,000	-	-	-	-	225,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - IPCS Tech Support	175,000	-	-	-	-	-	-	175,000
MSP140 - Box Elder County Corridor Preservation	2,500,000	-	-	-	-	-	2,500,000	-
MSP156- Prop 1 Davis County	100,000	-	-	-	-	-	-	100,000
MSP185 - Ogden/Weber State University BRT	3,500,000	-	3,255,000	-	-	-	-	245,000
MSP189 - Signal Pre-emption Projects w/UDOT	1,500,000	-	-	-	1,500,000	-	-	-
MSP193 - Weber County Corridor Preservation	4,800,000	-	1,200,000	-	-	-	3,600,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	32,987,000	-	6,500,000	-	-	18,000,000	7,498,000	989,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	200,000	-	-	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,640,000	-	-	-	-	-	-	1,640,000
MSP216 - Point of the Mountain Transit	2,933,000	-	-	-	-	2,933,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	1,052,000	-	-	-	-	-	-	1,052,000
MSP248 - Planning & Environmental Analysis	1,500,000	-	-	-	-	-	-	1,500,000
MSP252 - FrontRunner 2X	11,398,000	-	-	-	11,398,000	-	-	-
MSP253 - Mid-Valley Connector	35,396,000	-	21,292,000	-	3,615,000		-	-
MSP254 - Orange/Red Line Realignment	500,000	-	-	-	500,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	29,300,000	21,512,000	7,788,000	-	-	-	-	-
MSP259 - S-Line Extension	31,371,000	-	-	-	3,451,000		6,031,000	3,756,000
MSP260 - 5600 West Bus Route	21,700,000	-	11,975,000	-	-	9,725,000	-	-
MSP262 - SL Central HQ Office	760,000	-	-	-	-	-	-	760,000
MSP263 - TOD Working Capital	4,414,000	-	-	-	-	-	-	4,414,000
MSP264 - FrontRunner South Extension	3,200,000	-	-	-	-	1,800,000	1,400,000	-
MSP265 - Program Management Support	18,920,000	-	-	-	-	-	-	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	-	-	7,250,000

	Sum of Total	Sum of Band	Sum of Crants Assemb	Sum of Lease	Sum of State	Sum of TTIF-	Sum of Local	Sum of UTA
ffice/Draiacts	Sum of Total	Sum of Bond- Rounded	Sum of Grants - Award		Sum of State- Rounded		Partner-	Sum of UTA
MSD274 MOW Training York	Budget- Rounded	Rounded I	Executed- Rounded	Rounded		Rounded	Rounded	Local- Rounded
MSP271 - MOW Training Yard	1,500,000	-	-	-	-	-	-	1,500,00
MSP272 - TRAX Operational Simulator	-	-		-	-	-	-	125.00
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,00
MSP286 - Utah County Park & Ride Lots	3,200,000	-	2,976,000	-	-	-	-	224,00
MSP287 - 900 East UVX Station	212,000	-	197,000	-	-	-	-	15,00
MSP288 - Sustainability Project Pool	500,000	-	-	-	-	-	-	500,00
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	-	-	2,440,0
MSP312 - FrontRunner Point Improvements	1,200,000	-	-	-	1,200,000	-	-	-
MSP320- TRAX Forward	500,000	-	-	-	-	-	-	500,0
MSP324 - Bus Stop Amenities	2,430,000	-	-	-	-	-	-	2,430,0
MSP325- 200 South-Phase III-Transit Signal Priority	4,498,000	-	2,000,000	-	-	-	2,498,000	-
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	98,000	-	-	-	-	-	-	98,0
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	105,000	-	-	-	-	-	-	105,0
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	109,000	-	-	-	-	-	-	109,0
REV205 - Replacement Non-Revenue Support Vehicles	10,500,000	-	-	10,500,000	-	-	-	
REV209 - Paratransit Replacements	33,776,000	-	-	33,776,000	-	-	-	
REV211 - Replacement Buses	103,826,000	-	-	103,326,000	-	-	-	500,0
REV224 - Bus Overhaul	10,000,000	-	-	-	-	-	-	10,000,0
REV232 - Van Pool Van Replacements	8,000,000	-	-	8,000,000	-	-	-	
REV236 - VW Battery Buses	-	-	-	-	-	-	-	
REV238 - SD100/SD160 Light Rail Vehicle Replacement	186,692,000	148,192,000	38,500,000	-	-	-	-	
REV241 - NRV Ancillary Equipment (Trailers, etc.)	550,000	-	-	-	-	-	-	550,0
REV242 - Replacement Non-rev equipment/special vehicles	4,500,000	-	-	-	-	-	-	4,500,0
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	21,310,000	-	18,112,000	3,197,000	-	-	-	1,0
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	3,407,000	-	-	-	-	-	-	3,407,0
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	3,300,000	-	-	-	-	-	-	3,300,0
SGR040 - Light Rail Vehicle Rehab	31,881,000	_	25,505,000	-	-	_	_	6,376,0
SGR047 - LRT Stray Current Control	2,500,000	_	-	_	_	_	_	2,500,0
SGR353 - Commuter Rail Engine Overhaul	2,800,000	_	2,604,000	-	-	-	_	196,0
SGR359 - Bridge Rehabilitation & Maintenance	2,460,000	_		-	-	_	_	2,460,0
SGR370 - Red Signal Enforcement	2,100,000	_	_	_	_	_	_	2,100,0
SGR385 - Rail Replacement Program	18,100,000	_	14,480,000	_	_	_	_	3,620,0
SGR390 - Jordan River #2 Remodel	50,000	_	14,400,000	-	-	-	_	50,0
SGR391 - Commuter Rail Vehicle Rehab and Replacement	61,500,000	_	49,200,000	_	_	_	_	12,300,
SGR393 - Grade Crossing Replacement Program	12,000,000	_	9,600,000	-	_	_	_	2,400,0
	1,000,000	-	800,000		-			2,400,0
SGR397 - TPSS Component Replacement SGR398 - OCS Rehab/Replace		-		-	-	-	-	
· •	17,587,000	-	14,070,000	-	-	-	-	3,517,0
SGR401 - Ballast and Tie replacement	1,500,000	-	-	-	-	-	-	1,500,0
SGR403 - Train Control Rehab & Replacement	32,000,000	-	25,600,000	-	-	-	-	6,400,0
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	25,000,000	-	20,000,000	-	-	-	-	5,000,0
SGR407 - Bus Stop Enhancements	10,705,000	-	-	-	-	-	-	10,705,0
SGR408 - Route End of Line (EOL) Enhancements	4,435,000	-	3,548,000	-	-	-	-	887

							Sum of Local	
	Sum of Total	Sum of Bond-	Sum of Grants - Award		Sum of State-	Sum of TTIF-	Partner-	Sum of UTA
fice/Projects	Budget- Rounded	Rounded	Executed- Rounded	Rounded	Rounded	Rounded	Rounded	Local- Rounded
SGR409 - System Restrooms	9,901,000	-	-	-	-	-	-	9,901,00
SGR410 - Fiber Rehab/Replacement	3,452,000	-	2,762,000	-	-	-	-	690,00
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,900,000	-	1,520,000	-	-	-	-	380,00
SGR413 - TPSS Building Rehab	1,100,000	-	880,000	-	-	-	-	220,00
SGR414- Rail Grinding	5,200,000	-	-	-	-	-	-	5,200,00
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria								
Development	130,000	-	-	-	-	-	-	130,00
Enterprise Strategy	26,866,000	-	3,200,000	-	-	-	-	23,666,00
ICI001 - Passenger Information	1,350,000	-	-	-	-	-	-	1,350,00
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	150,000	-	-	-	-	-	-	150,00
ICI179- Network Infrastructure Equipment & Software	3,500,000	-	-	-	-	-	-	3,500,00
ICI186 - In-House Application Development	750,000	-	-	-	-	-	-	750,0
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	1,930,000	-	-	-	-	-	-	1,930,0
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	4,380,000	-	-	-	-	-	-	4,380,0
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	-	-	750,0
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	3,200,000	-	-	-	-	800,0
ICI230- Operations System	5,536,000	-	-	-	-	-	-	5,536,0
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	245,000	-	-	-	-	-	-	245,0
ICI233- Technology Systems- State of Good Repair	775,000	-	-	-	-	-	-	775,0
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	3,500,000	-	-	-	-	-	-	3,500,0
Executive Director (Safety)	5,012,000	-	-	-	-	-	-	5,012,0
FMA604 - Safety General Projects	600,000	-	-	-	-	-	-	600,0
FMA645 - Camera Sustainability	3,031,000	-	-	-	-	-	-	3,031,0
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,0
FMA681 - Arc Flash Analysis	661,000	-	-	-	-	-	-	661,0
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	-	-	-	-	-	100,0
-inance	74,488,000	-	18,174,000	-	-	-	3,826,000	52,488,0
CDA006 - 5310 Administration Funds All Years	1,718,000	-	1,718,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	322,000	-	-	-	-	-	-	322,0
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	, ·
ICI222 - Fares Systems Replacement Program	10,209,000	-	8,167,000	-	-	-	-	2,042,0
ICI234 - Coordinated Mobility IT Support	252,000	-	252,000	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000	_	69,000	-	-	-	25,000	6,0
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000	-	200,000	-	-	-	72,000	3,0
MSP278 - FFY 2022 UT02023 O/L 5310	175,000	_	128,000	-	-	_	44,000	3,0
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000	_	20,000		-	_	,556	

							Sum of Local	
	Sum of Total	Sum of Bond-	Sum of Grants - Award		Sum of State-	Sum of TTIF-	Partner-	Sum of UTA
Office/Projects	Budget- Rounded	Rounded		Rounded	Rounded	Rounded	Rounded	Local- Rounded
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	105,000	-	105,000	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	5,000	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	-	12,000	-	-	-	3,000	-
MSP302 - FFY 2024 O/L 5310	900,000	-	611,000	-	-	-	240,000	49,000
MSP303 - FFY 2023 O/L 5310	320,000	-	223,000	-	-	-	95,000	2,000
MSP304 - FFY 2023 P/O 5310	450,000	-	332,000	-	-	-	90,000	28,000
MSP305 - FFY 2023 SL/WV 5310	1,303,000	-	885,000	-	-	-	415,000	3,000
MSP306 - FFY 2026 All UZAs 5310	3,360,000	-	2,179,000	-	-	-	1,181,000	-
MSP307 - FFY 2025 All UZAs 5310	3,262,000	-	2,116,000	-	-	-	1,146,000	-
MSP308 - FFY 2024 SL/WV 5310	1,054,000	-	732,000	-	-	-	322,000	-
MSP309 - FFY 2024 P/O 5310	643,000	-	420,000	-	-	-	193,000	30,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	25,000,000	-	-	-	-	-	-	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	25,000,000	-	25 624 000	-	-	-	-	25,000,000
Operations Float Validate	51,382,000	-	25,631,000	-	-	-	-	25,751,000
FMA543 - Police Fleet Vehicles	4,765,000	-	3,811,000	-	-	-	-	954,000
FMA652 - Facilities Equipment Replacement	7,600,000	-	4,800,000	-	-	-	-	2,800,000
FMA653 - Facilities Rehab/Replacement	4,558,000	-	-	-	-	-	-	4,558,000
FMA672 - Park & Ride Rehab/Replacement	2,400,000	-	-	-	-	-	-	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	2,355,000	-	1 200 000	-	-	-	-	2,355,000
FMA684 - Police Equipment	1,725,000 2,210,000	-	1,380,000	-	-	-	-	345,000
FMA685 - Wheel Truing Machine JRSC FMA689 - New Bid Trailer for MB building 7	2,210,000	-	1,600,000	-	-	-	-	610,000
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	2,105,000	_	_	<u>-</u>	_	_	_	2,105,000
FMA704 - Floor Restoration Mt.Ogden	939,000	_	_	<u>-</u>	_	<u> </u>	_	939,000
MSP210 - FrontRunner Bike Rack project	339,000	<u> </u>	<u> </u>	-	-	<u>-</u>	_	339,000
SGR386 - LRV repairs for 1137 and 1122	2,200,000	-	_	-	-	-	_	2,200,000
SGR416 - LRV Collision Avoidance System	17,550,000	_	14,040,000	-	_	-	_	3,510,000
SGR417 - LRV 1168 Accident Repairs	2,975,000	_	14,040,000	_	_	_	_	2,975,000
People	50,000	-	_	-		-	-	50,000
FMA705 - HEP Load Bank for HEP Trainer	50,000	_	_	_	_	_	_	50,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	_	_	-	_	-
MSP310 - Bus Training Simulator	-	-	-	-	_	-	_	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	_	-	-
Planning & Engagement	8,163,000			-			-	8,163,000
MSP198 - Wayfinding Plan	3,000,000	-	-	-	-	-	-	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	2,713,000	-	-	-	-	-	-	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	500,000	-	-	-	-	-	-	500,000
MSP294 - Planning Studies	1,500,000	-	-	-	-	-	-	1,500,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	150,000	-	-	-	-	-	-	150,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	300,000	-	-	-	-	-	-	300,000

							Sum of Local	
	Sum of Total	Sum of Bond-	Sum of Grants - Award	Sum of Lease-	Sum of State-	Sum of TTIF-	Partner-	Sum of UTA
Office/Projects	Budget- Rounded	Rounded	Executed- Rounded	Rounded	Rounded	Rounded	Rounded	Local- Rounded
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	1,053,404,000	169,704,000	343,302,000	158,799,000	21,664,000	61,080,000	27,353,000	271,502,000

## 2026 Details (DRAFT)

	Sum of Total	Sum of Bond-	Sum of Grants - Award Executed-	Sum of Lease-	Sum of State-	Sum of TTIE-	Sum of Local Partner-	Sum of UTA Loca
Office/Projects	Budget- Rounded	Rounded	Rounded	Rounded		Rounded	Rounded	Rounded
Capital Services	271,488,000		88,086,000	36,714,000	10,622,000	31,050,000	9,652,000	48,079,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	-	-	-	-	-	-	1,190,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	2,336,000	-	-	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	1,540,000	-	-	-	-	470,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	240,000
FMA698- Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699- Facility Strategic Plan: Electrical Systems Remediation	1,395,000	-	1,116,000	-	-	-	-	279,000
FMA700 - Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station	125,000	-	100,000	-	-	-	-	25,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156- Prop 1 Davis County	100,000	-	-	-	-	-	-	100,000
MSP185 - Ogden/Weber State University BRT	3,500,000	-	3,255,000	-	-	-	-	245,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	-	464,000	-	-	3,929,000	536,000	71,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	200,000	-	-	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	-	-	-	-	-	-	1,500,000
MSP216 - Point of the Mountain Transit	231,000	-	-	-	-	231,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	511,000	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,856,000	-	-	-	2,856,000	-	-	-
MSP253 - Mid-Valley Connector	31,715,000	-	21,292,000	-	3,615,000	6,808,000	-	-
MSP254 - Orange/Red Line Realignment	100,000	-		-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	11,062,000	3,274,000	7,788,000	-	-	-	-	-
MSP259 - S-Line Extension	30,086,000	-	-	-	3,451,000	16,848,000	6,031,000	3,756,000
MSP260 - 5600 West Bus Route	3,200,000	-	1,766,000	-	-	1,434,000	-	-
MSP262 - SL Central HQ Office	760,000	-	-	-	-	-	-	760,000
MSP263 - TOD Working Capital	1,662,000	-	-	-	-	-	-	1,662,000
MSP264 - FrontRunner South Extension	2,300,000	-	-	-	-	1,800,000	500,000	-
MSP265 - Program Management Support	4,000,000	-	-	-	-	-	-	4,000,000

## 2026 Details (DRAFT)

			Sum of Grants -				Sum of Local	
Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Partner- Rounded	Sum of UTA Loca Rounded
MSP267 - New Maintenance Training Facility	7,250,000	-	- Rounded	-	-	-	-	7,250,000
MSP271 - MOW Training Yard	1,500,000	-	_	-	_	_	_	1,500,000
MSP272 - TRAX Operational Simulator		_	_	_	_	-	_	_,
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000
MSP286 - Utah County Park & Ride Lots	3,200,000	-	2,976,000	-	-	-	-	224,000
MSP287 - 900 East UVX Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	-	-	2,440,000
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320- TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	400,000	-	-	-	-	-	-	400,000
MSP325- 200 South-Phase III-Transit Signal Priority	1,285,000	-	600,000	-	-	-	685,000	-
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	9,000	-	-	-	-	-	-	9,00
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Replacements	16,634,000	-	-	16,634,000	-	-	-	-
REV211 - Replacement Buses	16,580,000	-	-	16,480,000	-	-	-	100,00
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,00
REV232 - Van Pool Van Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	44,011,000	10,311,000	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	150,000	-	-	-	-	-	-	150,00
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,00
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	1,000	-	-	-	-	-	-	1,00
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	-	-	-	-	-	-	1,050,00
SGR040 - Light Rail Vehicle Rehab	10,500,000	-	8,400,000	-	-	-	-	2,100,00
SGR047 - LRT Stray Current Control	500,000	-	-	-	-	-	-	500,00
SGR353 - Commuter Rail Engine Overhaul	2,800,000	-	2,604,000	-	-	-	-	196,00
SGR359 - Bridge Rehabilitation & Maintenance	440,000	-	-	-	-	-	-	440,00
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	-	5,000,000	-	-	-	-	1,250,00
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	-	-	50,00
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	600,00
SGR393 - Grade Crossing Replacement Program	2,000,000	-	1,600,000	-	-	-	-	400,00
SGR397 - TPSS Component Replacement	1,000,000	-	800,000	-	-	-	-	200,00
SGR398 - OCS Rehab/Replace	4,462,000	-	3,570,000	-	-	-	-	892,00
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,00
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	-	2,000,000	-	-	-	-	500,00

## 2026 Details (DRAFT)

			Sum of Grants -				Sum of Local	
	Sum of Total	Sum of Bond-	Award Executed-			- Sum of TTIF-	Partner-	Sum of UTA Loca
Office/Projects	Budget- Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded
SGR407 - Bus Stop Enhancements	2,590,000	-	-	-	-	-	-	2,590,000
SGR408 - Route End of Line (EOL) Enhancements	1,115,000	-	892,000	-	-	-	-	223,000
SGR409 - System Restrooms	1,555,000	-	-	-	-	-	-	1,555,000
SGR410 - Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	-	140,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,900,000	-	1,520,000	-	-	-	-	380,000
SGR413 - TPSS Building Rehab	100,000	-	80,000	-	-	-	-	20,000
SGR414- Rail Grinding	-	-	-	-	-	-	-	-
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Developme		-	-	-	-	-	-	130,000
Enterprise Strategy	14,851,000	-	3,200,000	-	-	-	-	11,651,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	1,200,000	-	-	-	-	-	-	1,200,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	475,000	-	-	-	-	-	-	475,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	3,200,000	-	-	-	-	800,000
ICI230- Operations System	5,356,000	-	-	-	-	-	-	5,356,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000	-	-	-	-	-	-	145,000
ICI233- Technology Systems- State of Good Repair	175,000	-	-	-	-	-	-	175,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	1,485,000	-	-	-	-	-	-	1,485,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	645,000	_	_	-	_	_	_	645,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	_	-	-	_	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	-	-	-	-	_	100,000
Finance	32,646,000	-	16,589,000	_	_	_	3,826,000	12,231,000
CDA006 - 5310 Administration Funds All Years	322,000	-	322,000	_	_	_	- 3,820,000	
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	_	522,000	_	_	_	_	65,000
ICI213 - eVoucher Phase 2		-	_	-	_	_	_	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	8,167,000	-			_	2,042,000
ICI222 - Fares Systems Replacement Program  ICI234 - Coordinated Mobility IT Support	63,000		63,000			_	<del>-</del>	2,042,000
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000	-	69,000	-	-	-	25,000	6,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000	_	200,000	-	-	-	25,000 72,000	3,000
	2/5.000		1 ZUU.UUU		-	-	. // [[[]]]	1 5.000

	6 - 6		Sum of Grants -		6	6 -6	Sum of Local	6
Dffice/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Partner- Rounded	Sum of UTA Loca Rounded
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000	-	20,000	-	-	-	- Rounded	- Rounded
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	105,000	-	105,000	_	_	_	_	_
MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	5,000	-	_	_	_	_
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	-	12,000	-	-	-	3,000	-
MSP302 - FFY 2024 O/L 5310	900,000	-	611,000	-	_	_	240,000	49,000
MSP303 - FFY 2023 O/L 5310	320,000	-	223,000	-	-	-	95,000	2,00
MSP304 - FFY 2023 P/O 5310	450,000	-	332,000	-	_	_	90,000	28,000
MSP305 - FFY 2023 SL/WV 5310	1,303,000	-	885,000	-	_	_	415,000	3,00
MSP306 - FFY 2026 All UZAs 5310	3,360,000	-	2,179,000	-	-	-	1,181,000	-
MSP307 - FFY 2025 All UZAs 5310	3,262,000	-	2,116,000	-	_	_	1,146,000	-
MSP308 - FFY 2024 SL/WV 5310	1,054,000	-	732,000	_	_	_	322,000	-
MSP309 - FFY 2024 P/O 5310	643,000	-	420,000	_	_	-	193,000	30,00
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	_	-	_	_	-	-	-
MSP999 - Capital Contingency	5,000,000	_	_	_	_	_	_	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	_	-	_	5,000,00
Operations	8,974,000		2,868,000	_	_	_		6,106,00
FMA543 - Police Fleet Vehicles	1,138,000	-	910,000	_	_	_	-	228,00
FMA652 - Facilities Equipment Replacement	2,000,000	_	1,600,000	_	_	_	_	400,00
FMA653 - Facilities Rehab/Replacement	1,253,000	_	-	_	_	_	_	1,253,00
FMA672 - Park & Ride Rehab/Replacement	480,000	_	_	_	_	_	_	480,00
FMA673 - Stations and Platforms Rehab/Replacement	560,000	_	_	_	_	_	_	560,000
FMA684 - Police Equipment	275,000	_	220,000	_	_	_	_	55,00
FMA685 - Wheel Truing Machine JRSC	233,000	_	18,000	_	_	_	_	215,00
FMA689 - New Bid Trailer for MB building 7	255,000	_	10,000	_	_	_	_	213,00
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	_	_	_	_	_	_	_	_
FMA703- Police RMS/CAD	5,000	_	_	-	_	-	_	5,00
FMA704 - Floor Restoration Mt.Ogden	5,000	_	_	_	_	_	_	3,00
MSP210 - FrontRunner Bike Rack project	_	_	_	_	_	_	_	_
SGR386 - LRV repairs for 1137 and 1122	1,600,000	<u> </u>	_	<u> </u>	_	_	_	1,600,00
SGR416 - LRV Collision Avoidance System	150,000	-	120,000	<u> </u>	_	_	_	30,00
SGR417 - LRV 1168 Accident Repairs	1,280,000	<u> </u>	120,000	<u> </u>	_	_	_	1,280,00
People	50,000	_	_			_	-	50,00
FMA705 - HEP Load Bank for HEP Trainer	50,000	-	-	-	_	-	-	50,00
ICI228 - CPO New HRIS system application upgrade	30,000	_	_	<u> </u>	_	<u>-</u>	_	30,00
MSP310 - Bus Training Simulator	_	_	_	_	_	_		_
MSP318 - MOW Apprenticeship & Training	-	_	-	_	-	_	-	_
Planning & Engagement	2,244,000	-	-	-	-	-	-	2,244,00
MSP198 - Wayfinding Plan	600,000	-	-	-		-	-	600,00
MSP268 - Optical Detection Next Steps	000,000	-	-	<u>-</u>	-	-		000,00
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	022.000			-	-	-	-	022.00
MSP285 - Bus Speed and Reliability Program (BSRP)	933,000	-	-	-	-	-	-	933,00
	100,000	-	-	-	-	-	-	100,00
MSP294 - Planning Studies MSP314 - One-Time UTA On Demand Funds	300,000	-	-	-	-	-	-	300,00

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

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	211,221,000	24,915,000	78,076,000	40,556,000	3,856,000	23,380,000	9,300,000	31,138,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	1,040,000	-	-	-	-	-	-	1,040,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698- Midvale RSC Operations work space and amenity remodel	589,000	-	-	-	-	-	-	589,000
FMA699- Facility Strategic Plan: Electrical Systems Remediation	3,008,000	-	2,406,000	-	-	-	-	602,000
FMA700 - Elevator Replacements- Farmington Station	50,000	-	40,000	-	-	-	-	10,000
FMA701 - Escalators Replacement- North Temple Station	1,000,000	-	800,000	-	-	-	-	200,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156- Prop 1 Davis County	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	21,618,000	-	4,780,000	-	-	10,596,000	5,515,000	727,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	511,000	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	3,156,000	-	-	-	3,156,000	-	-	-
MSP253 - Mid-Valley Connector	3,681,000	-	-	-	-	3,681,000	-	-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	15,500,000	15,500,000	-	-	-	-	-	-
MSP259 - S-Line Extension	1,285,000	-	-	-	-	1,285,000	-	-
MSP260 - 5600 West Bus Route	17,000,000	-	9,382,000	-	-	7,618,000	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	_	-	_	_	_	_	_	_

fice/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,00
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320- TRAX Forward	100,000	-	-	-	-	-	-	100,00
MSP324 - Bus Stop Amenities	1,600,000	-	-	-	-	-	-	1,600,00
MSP325- 200 South-Phase III-Transit Signal Priority	2,785,000	-	1,200,000	-	-	-	1,585,000	-
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	100,000	-	-	-	-	-	-	100,00
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	_	-
REV209 - Paratransit Replacements	9,002,000	_	-	9,002,000	_	_	_	_
REV211 - Replacement Buses	24,857,000	_	_	24,757,000	_	_	_	100,00
REV224 - Bus Overhaul	2,000,000	_	-	-	_	_	_	2,000,00
REV232 - Van Pool Van Replacements	1,600,000	_	_	1,600,000	_	_	_	
REV236 - VW Battery Buses	-	_	_	-	_	_	_	_
REV238 - SD100/SD160 Light Rail Vehicle Replacement	18,830,000	9,415,000	9,415,000	_	_	_	_	_
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	5,415,000	5,415,000	_	_	_	_	100,00
REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	_	-	-	-	_	-	1,000,00
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	21,309,000	_	18,112,000	3,197,000	_	_	-	1,000,00
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	21,309,000	_	18,112,000	3,197,000	_	_	_	_
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,200,000	_	_	-	_	_	_	1,200,00
, , , , , , , , , , , , , , , , , , , ,	8,919,000	-	7,135,000	-	_	-	-	
SGR040 - Light Rail Vehicle Rehab		-	7,155,000	-	_	-	-	1,784,00 500,00
SGR047 - LRT Stray Current Control	500,000							
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	460,000	-	-	-	-	-	-	460,0
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	2,250,000	-	1,800,000	-	-	-	-	450,0
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	8,500,000	-	6,800,000	-	-	-	-	1,700,0
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,0
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	2,000,000	-	1,600,000	-	-	-	-	400,0
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,0
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,0
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	5,600,000	-	4,480,000	-	-	-	-	1,120,0
SGR407 - Bus Stop Enhancements	3,160,000	-	-	-	-	-	-	3,160,0
SGR408 - Route End of Line (EOL) Enhancements	1,600,000	-	1,280,000	-	-	-	-	320,0
SGR409 - System Restrooms	2,656,000	-	-	-	-	-	-	2,656,0
SGR410 - Fiber Rehab/Replacement	682,000	-	546,000	-	-	-	-	136,0
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	_	_	_	_	_	_	

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR413 - TPSS Building Rehab	1,000,000	-	800,000	-	-	-	-	200,000
SGR414- Rail Grinding	1,300,000	-	-	-	-	-	-	1,300,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Developr	r -	-	-	-	-	-	-	-
Enterprise Strategy	2,555,000	-	-	-	-	-	-	2,555,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	800,000	-	-	-	-	-	-	800,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	_	150,000
ICI197 - Bus Communications On-Board Technology	-	_	_	-	_	_	_	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	150,000	_	-	-	_	-	_	150,000
ICI199 - Rail Communication Onboard Tech	-	_	_	_	_	_	_	-
ICI201 - Server, Storage Infrastructure Equipment & Software	300,000	_	_	_	_	_	_	300,000
ICI202 - Radio Comm Infrastructure	-	_	_	_	_	-	_	500,000
ICI214 - APC Upgrade	_	_	_	-	_	_	_	_
ICI224 - JDE 9.2 Applications Upgrade UNx	-	_	_	-	_	_	_	-
ICI226 - Radio Communication System	_	_	_	-	_	_	_	_
ICI220 - Radio Communication System	180,000	_		-	_		_	180,000
ICI230 - Operations system ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	100,000	_	_	-	_		_	100,000
ICI233- Technology Systems- State of Good Repair	· · · · · · · · · · · · · · · · · · ·	-	-	-	-	_	-	125,000
	125,000	-	-	-	-	-	_	125,000
ICI235 - ERP Phase 2: Procurement	700.000							
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	843,000	-	-	-		-	-	843,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	636,000	-	-	-	-	-	-	636,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	87,000	-	-	-	-	-	-	87,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	10,518,000	-	395,000	-	-	-	-	10,123,000
CDA006 - 5310 Administration Funds All Years	332,000	-	332,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	123,000	-	-	-	-	-	-	123,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-

			Sum of Grants -				Sum of Local	
	Sum of Total	Sum of Bond-	Award Executed-	Sum of Lease-	Sum of State-	Sum of TTIF-	Partner-	Sum of UTA
e/Projects	Budget- Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Local- Round
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,0
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,0
perations	15,328,000	-	6,619,000	-	-	-	-	8,709,0
FMA543 - Police Fleet Vehicles	1,172,000	-	937,000	-	-	-	-	235,0
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,0
FMA653 - Facilities Rehab/Replacement	890,000	-	-	-	-	-	-	890,0
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,0
FMA673 - Stations and Platforms Rehab/Replacement	495,000	-	-	-	-	-	-	495,0
FMA684 - Police Equipment	275,000	-	220,000	-	-	-	-	55,0
FMA685 - Wheel Truing Machine JRSC	1,977,000	-	1,582,000	-	-	-	-	395,0
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	
FMA703- Police RMS/CAD	2,100,000	-	-	-	-	-	-	2,100,0
FMA704 - Floor Restoration Mt.Ogden	939,000	-	-	-	-	-	-	939,0
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	
SGR386 - LRV repairs for 1137 and 1122	600,000	-	-	-	-	-	-	600,0
SGR416 - LRV Collision Avoidance System	2,850,000	-	2,280,000	-	-	-	-	570,0
SGR417 - LRV 1168 Accident Repairs	1,550,000	-	-	-	-	-	-	1,550,
ople	-	-	-	-	-	-	-	
FMA705 - HEP Load Bank for HEP Trainer	-	-	-	-	-	-	-	
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	
anning & Engagement	1,509,000	-	-	-	-	-	-	1,509,
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,0
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,0
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,0
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,0
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	,
MSP329 - (Grant Dependent) Bus scanning safety project	64,000	-	-	-	-	-	-	64,
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	-	-	-	-	.,
REV234 - Tooele County Microtransit & Vehicle Electrification	_	_	_	_	_	_	_	

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Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	180,425,000	52,117,000	64,457,000	25,528,000	3,093,000	3,525,000	3,033,000	28,672,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	540,000	-	-	-	-	-	-	540,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698- Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699- Facility Strategic Plan: Electrical Systems Remediation	3,008,000	-	2,406,000	-	-	-	-	602,000
FMA700 - Elevator Replacements- Farmington Station	600,000	-	480,000	-	-	-	-	120,000
FMA701 - Escalators Replacement- North Temple Station	-	-	-	-	-	-	-	-
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	500,000	-	-	-	-	-	500,000	-
MSP156- Prop 1 Davis County	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	4,860,000	-	957,000	-	-	2,652,000	1,105,000	146,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	_	_	_	_	_	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	-	_	-	200,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	_	_	_	_	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	10,000	_	_	_	_	_	_	10,000
MSP248 - Planning & Environmental Analysis	300,000	_	_	_	_	_	_	300,000
MSP252 - FrontRunner 2X	2,693,000	_	_	_	2,693,000	_	_	-
MSP253 - Mid-Valley Connector	2,055,000	_	_	-	2,033,000	_	_	_
MSP254 - Orange/Red Line Realignment	100,000	_	_	_	100,000	_	_	_
MSP255 - Central Corridor	100,000	-	_	-	100,000	-		-
MSP258 - Mt. Ogden Admin Bldg. Expansion	2,738,000	2,738,000	_	-	-	-		-
MSP259 - S-Line Extension	2,738,000	2,738,000	_	<u>-</u>	_	-	-	-
MSP260 - 5600 West Bus Route	1,500,000	-	827,000	-	-	673,000	-	-
	1,500,000	-	1	-	_	6/3,000	-	-
MSP262 - SL Central HQ Office			-		-		-	
MSP263 - TOD Working Capital	688,000	-	-	-		-		688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	2 720 000
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility  MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	-	-	-	-	-	-	-	-
MSP320- TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	410,000	_	-	-	-	-	_	410,000
MSP325- 200 South-Phase III-Transit Signal Priority	428,000	_	200,000	-	-	-	228,000	-
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	-	_	-	-	-	-	-	-
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	_	_	_	-	_	_	_	-
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	_	_	_	-	_	_	_	_
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	_	_	2,000,000	_	_	_	_
REV209 - Paratransit Replacements	8,140,000	_	_	8,140,000	_	_	_	_
REV211 - Replacement Buses	13,888,000	-	_	13,788,000	_	_	_	100.00
REV224 - Bus Overhaul	2,000,000	-	_	-	_	_	_	2,000,00
REV232 - Van Pool Van Replacements	1,600,000	-	_	1,600,000	_	-	_	2,000,00
REV236 - VW Battery Buses	1,000,000	-	_	-	_	-	_	_
REV238 - SD100/SD160 Light Rail Vehicle Replacement	68,153,000	49,379,000	18,774,000	_	_	_	-	_
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	49,379,000	18,774,000	-	_	-	-	100,00
REV241 - NRV Arichary Equipment (Trailers, etc.) REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	-	_	-	-	-	-	1,000,00
	1,000,000				-		-	1,000,00
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses		-	-	-	-	-	-	1.00
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	1,000	-	-	-				1,00
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	-		-	-	-	-	1,050,00
SGR040 - Light Rail Vehicle Rehab	6,801,000	-	5,441,000	-	-	-		1,360,00
SGR047 - LRT Stray Current Control	500,000	-	-	-	-	-	-	500,00
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	500,000	-	-	-	-	-	-	500,00
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	3,250,000	-	2,600,000	-	-	-	-	650,00
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	20,000,000	-	16,000,000	-	-	-	-	4,000,00
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,00
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	3,625,000	-	2,900,000	-	-	-	-	725,00
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,00
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,00
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	6,700,000	-	5,360,000	-	-	-	-	1,340,00
SGR407 - Bus Stop Enhancements	1,572,000	-	-	-	-	-	-	1,572,00
SGR408 - Route End of Line (EOL) Enhancements	585,000	-	468,000	-	-	-	-	117,00
SGR409 - System Restrooms	1,920,000	-	-	-	-	-	-	1,920,00
SGR410 - Fiber Rehab/Replacement	680,000	-	544,000	-	-	-	-	136,00

ffice/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
SGR413 - TPSS Building Rehab	-	-	-	-	-	-	-	-
SGR414- Rail Grinding	2,600,000	-	-	-	-	-	-	2,600,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	-	-	-	-	-	-	-	-
Enterprise Strategy	3,435,000	-	-	-	-	-	-	3,435,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,00
ICI179- Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,00
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,00
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	260,000	-	-	-	-	-	-	260,00
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	1,600,000	-	-	-	-	-	-	1,600,00
ICI202 - Radio Comm Infrastructure	-	_	-	-	-	_	_	-
ICI214 - APC Upgrade	_	_	_	_	_	_	_	-
ICI224 - JDE 9.2 Applications Upgrade UNx	_	_	_	_	_	_	_	_
ICI226 - Radio Communication System	_	_	_	_	_	_	_	_
ICI230- Operations System	-	_	_	_	_	_	_	_
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	_	_	_	_	_	_	_	_
ICI233- Technology Systems- State of Good Repair	175,000	_	_	_	_	_	_	175,00
ICI235 - ERP Phase 2: Procurement	-	_	_	_	_	_	_	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	_	-	-	-	_	_	700,00
Executive Director (Safety)	907,000	_	_	_	_	_		907,00
FMA604 - Safety General Projects	120,000	_	_	_	_	_	_	120,00
FMA645 - Camera Sustainability	500,000	_	_	_	_	_		500,00
FMA658 - Bus Replacement Camera System	300,000	_	_	_	_	_	_	300,00
FMA681 - Arc Flash Analysis	287,000	_	_	_	_	_	_	287,00
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	207,000	_	_	-	_	_	_	207,00
Finance	10,445,000	-	405.000	-	_	-	-	10.040.00
CDA006 - 5310 Administration Funds All Years	342,000	-	342,000	_	_	-		10,040,00
FMA686 - Warehouse Equipment Rehab and Replacement	40,000	-	342,000	-	_	_	_	40,00
ICI213 - eVoucher Phase 2	40,000	_	_	_	_	_	_	40,00
ICI222 - Fares Systems Replacement Program	_	_	_	<u>-</u>	_			-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	_	_		-
MSP222 - FFY 2018 20-1903 P/O 5310	- 65,000	-	- 65,000	-	_	-	_	-
·	-	-	_	-		-	_	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310								-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-

ice/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		Sum of UTA Local- Rounded
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	- Tourided	-
MSP304 - FFY 2023 P/O 5310	_	_	_	_	_	_	_	_
MSP305 - FFY 2023 SL/WV 5310	_	_	_	_	_	_	_	_
MSP306 - FFY 2026 All UZAs 5310	-	-	_	-	-	_	_	_
MSP307 - FFY 2025 All UZAs 5310	_	_	_	_	_	_	_	_
MSP308 - FFY 2024 SL/WV 5310	_	-	_	_	_	_	_	_
MSP309 - FFY 2024 P/O 5310	_	_	_	_	_	_	_	_
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	_	_	_	_	_	_	_	_
MSP999 - Capital Contingency	5,000,000	-	_	<u>-</u>	_	_	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	_	-	-	_	-	5,000,000
•		-		-	-	-	-	
Operations Palice Florat Validate	11,200,000	-	7,240,000	-	-	-	-	3,960,000
FMA543 - Police Fleet Vehicles	725,000	-	580,000	-	-	-		145,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	1,025,000	-	-	-	-	-	-	1,025,00
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,00
FMA673 - Stations and Platforms Rehab/Replacement	500,000	-	-	-	-	-	-	500,00
FMA684 - Police Equipment	475,000	-	380,000	-	-	-	-	95,00
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	-	-	-	-	-	-	-	-
FMA704 - Floor Restoration Mt.Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-	-
SGR416 - LRV Collision Avoidance System	5,850,000	-	4,680,000	-	-	-	-	1,170,00
SGR417 - LRV 1168 Accident Repairs	145,000	-	-	-	-	-	-	145,00
eople	-	-	-	-	-	-	-	
FMA705 - HEP Load Bank for HEP Trainer	-	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	_	-	-	-	-	-	-
lanning & Engagement	1,520,000	-	-	_	_	_		1,520,00
MSP198 - Wayfinding Plan	600,000	_	_	_	_	_	_	600,00
MSP268 - Optical Detection Next Steps	-	_	_	_	_	_	_	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	_	_	_	_	_	_	445,00
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	_	-	-	_	-	100,00
MSP294 - Planning Studies	300,000	-	_	-	_	_	-	300,00
MSP314 - One-Time UTA On Demand Funds	500,000	-	-	-	-	-	-	300,00
MSP329 - (Grant Dependent) Bus scanning safety project	75,000	-	-	-	-	-	-	75,00
	· ·							,
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification and Total	-	-	-	-	-	-	-	48,534,00

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Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State Rounded	- Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	142,615,000	40,697,000	38,617,000	29,640,000	3,393,000	974,000	1,521,000	27,773,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	500,000	-	-	-	-	-	-	500,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	_	-	-	_	_	-	_
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	_	-	_	-	_	_	_	_
FMA698- Midvale RSC Operations work space and amenity remodel	_	-	_	-	_	_	_	-
FMA699- Facility Strategic Plan: Electrical Systems Remediation	1,613,000	_	1,290,000	_	_	_	_	323,000
FMA700 - Elevator Replacements- Farmington Station	-	_	-	_	_	_	_	-
FMA701 - Escalators Replacement- North Temple Station	_	_	_	_	_	_	_	_
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	_	_	_	_	_	_	_
MSP132 - IPCS Tech Support	35,000	_	_	_	_	_	_	35,000
MSP140 - Box Elder County Corridor Preservation	-	_	_	_	_	_	_	- 33,000
MSP156- Prop 1 Davis County	-	_	_	_	-	_	_	_
MSP185 - Ogden/Weber State University BRT	_	_	_	_	_	_	_	_
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	_	_	_	300,000		_	_
MSP193 - Weber County Corridor Preservation	1,200,000	<u>-</u>	300,000	-	300,000		900,000	_
MSP202 - (Grant Dependent) Davis-SLC Community Connector	1,415,000	_	278,000	_	-	774,000	321,000	42,000
	1,415,000	-	278,000	-	_	774,000	521,000	42,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-		-	-	-	-	
MSP208 - Clearfield FR Station Trail			-			-		-
MSP215 - Sharp/Tintic Rail Corridor Connection	- 200 000	-	-	-	-		-	-
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	10,000	-	-	-	-	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-		-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	2,693,000		-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000		-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	· Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320- TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	10,000	-	_	_	_	-	_	10,000
MSP325- 200 South-Phase III-Transit Signal Priority	-	-	_	_	_	-	_	-
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	11,000	_	_	_	_	_	_	11,000
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	11,000	_	_	_	_	-	_	11,000
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	-	_	_	_	_	_	_	-
REV205 - Replacement Non-Revenue Support Vehicles	2,500,000	_	_	2,500,000	_	_	_	_
REV209 - Paratransit Replacements	2,300,000	_	_	2,500,000	_	_	_	_
REV211 - Replacement Buses	25,640,000	_	_	25,540,000	_	_	_	100,00
REV224 - Bus Overhaul	2,000,000	_	_	23,340,000	_	_	_	2,000,00
REV232 - Van Pool Van Replacements	1,600,000	-	-	1,600,000	_	_	_	2,000,00
REV236 - VW Battery Buses	1,000,000	_	_	-	_	-	_	_
REV238 - SD100/SD160 Light Rail Vehicle Replacement	40,697,000	40,697,000	_	_	_	_	_	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	40,097,000	_	-	_	-	-	100,00
REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	_	_	_	_	_	-	1,000,00
	1,000,000	-	_	-		-	_	1,000,00
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	2 400 000	-	-	-	-	-		2 406 00
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	3,406,000				-		-	3,406,00
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	2 664 000	-	2 020 000	-	-	-	-	722.00
SGR040 - Light Rail Vehicle Rehab	3,661,000	-	2,929,000	-	-		-	732,00
SGR047 - LRT Stray Current Control	500,000	-		-	-	-	-	500,00
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	
SGR359 - Bridge Rehabilitation & Maintenance	520,000	-	-	-	-	-	-	520,00
SGR370 - Red Signal Enforcement		-	-	-	-	-	-	
SGR385 - Rail Replacement Program	5,100,000	-	4,080,000	-	-	-	-	1,020,00
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	15,000,000	-	12,000,000	-	-	-	-	3,000,00
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,00
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	5,000,000	-	4,000,000	-	-	-	-	1,000,00
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,00
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,00
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	6,900,000	-	5,520,000	-	-	-	-	1,380,00
SGR407 - Bus Stop Enhancements	1,565,000	-	-	-	-	-	-	1,565,00
SGR408 - Route End of Line (EOL) Enhancements	585,000	-	468,000	-	-	-	-	117,00
SGR409 - System Restrooms	1,885,000	-	-	-	-	-	-	1,885,00
SGR410 - Fiber Rehab/Replacement	690,000	-	552,000	-	-	-	-	138,00

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	- Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
SGR413 - TPSS Building Rehab	-	-	-	-	-	-	-	-
SGR414- Rail Grinding	1,300,000	-	-	-	-	-	-	1,300,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	-	-	-	-	-	-	-	-
Enterprise Strategy	2,875,000	-	-	-	-	-	-	2,875,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	-	-	-	-	-	-	-	-
ICI179- Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	495,000	-	-	-	-	-	-	495,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	880,000	-	-	-	-	-	-	880,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	_	_	-	_	-
ICI230- Operations System	-	-	-	_	_	-	_	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	_	-	_	_	_	_	_
ICI233- Technology Systems- State of Good Repair	150,000	_	-	_	_	_	_	150,000
ICI235 - ERP Phase 2: Procurement	-	_	-	_	_	_	_	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	_	-	_	_	-	_	700,000
Executive Director (Safety)	1,007,000	_	_	_	_	_	_	1,007,000
FMA604 - Safety General Projects	120,000	_	_	_	-	_	_	120,000
FMA645 - Camera Sustainability	600,000	_	_	_	_	_	_	600,000
FMA658 - Bus Replacement Camera System	-	_	_	_	_	_	_	- 000,000
FMA681 - Arc Flash Analysis	287,000	_	_	_	_	_	_	287,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	207,000	_	_	_	-	_	_	207,000
Finance	10,484,000	-	415.000	-	-	-	_	10.069.000
CDA006 - 5310 Administration Funds All Years	352,000	_	352,000		_	_	_	10,000,000
FMA686 - Warehouse Equipment Rehab and Replacement	69,000	_	332,000	_	_	_	_	69,000
ICI213 - eVoucher Phase 2	- 05,000	_	_	_	_	_	_	09,000
ICI222 - Fares Systems Replacement Program	_	_	_	_		_		
, , ,		-		_	_	_		-
ICI234 - Coordinated Mobility IT Support MSP276 - FFY 2022 UT 2023 SL/WV 5310	63,000	-	63,000	-	-	-	-	<del>-</del>
· · · · · · · · · · · · · · · · · · ·	-	-	-	-	-	-	-	+ -
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	_	<del>-</del>
MSP278 - FFY 2022 UT02023 O/L 5310						-		-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-		-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310 MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-

· - In :	Sum of Total	Sum of Bond-	Sum of Grants - Award Executed-		Sum of State-		Sum of Local Partner-	Sum of UTA
ice/Projects	Budget- Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded
MSP304 - FFY 2023 P/O 5310	-	-		-	-	-	-	_
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,00
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,0
perations	9,080,000	-	5,424,000	-	-	-	-	3,656,0
FMA543 - Police Fleet Vehicles	730,000	-	584,000	-	-	-	-	146,0
FMA652 - Facilities Equipment Replacement	800,000	-	-	-	-	-	-	800,0
FMA653 - Facilities Rehab/Replacement	720,000	-	-	-	-	-	-	720,0
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,0
FMA673 - Stations and Platforms Rehab/Replacement	300,000	-	-	-	-	-	-	300,0
FMA684 - Police Equipment	350,000	-	280,000	-	-	-	-	70,0
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	ĺ,
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	_	-	-	-	_	_	-	
FMA703- Police RMS/CAD	_	_	-	-	_	_	_	
FMA704 - Floor Restoration Mt.Ogden	_	_	_	_	_	_	_	
MSP210 - FrontRunner Bike Rack project	_	_	_	_	-	_	_	
SGR386 - LRV repairs for 1137 and 1122	_	_	_	_	_	_	_	
SGR416 - LRV Collision Avoidance System	5,700,000	_	4,560,000	_	_	_	_	1,140,0
•	3,700,000	_	4,300,000	-	_	-	_	1,140,0
SGR417 - LRV 1168 Accident Repairs	-	-	-	-	-	-	-	
•	-	-	-	-	-	-	-	
FMA705 - HEP Load Bank for HEP Trainer	-	-	-		-	-	-	
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	
anning & Engagement	1,445,000	-	-	-	-	-	-	1,445,0
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,0
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,0
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,0
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,0
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	
MSP329 - (Grant Dependent) Bus scanning safety project	-	-	-	-	-	-	-	
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	-	-	-	-	
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	
nd Total	167,506,000	40,697,000	44,456,000	29,640,000	3,393,000	974,000	1,521,000	46,825

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Rounded	Rounded	Sum of UTA Local- Rounded
Capital Services	81,694,000	4,690,000	27,061,000	26,361,000	700,000	2,151,000	21,000	20,710,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	500,000	-	-	-	-	-	-	500,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	_	_	_	_	_	_	-	_
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	_	_	-	_	_	_	_	_
FMA698- Midvale RSC Operations work space and amenity remodel	_	_	-	_	_	-	_	-
FMA699- Facility Strategic Plan: Electrical Systems Remediation	_	_	-	_	_	-	_	-
FMA700 - Elevator Replacements- Farmington Station	_	_	_	_	_	_	_	_
FMA701 - Escalators Replacement- North Temple Station	_	_	_	_	_	_	_	_
FMA702 - Aboveground Storage Tanks Product Lines Replacement	_	-	_		_	-	-	_
MSP132 - IPCS Tech Support	35,000	-	<u>-</u>	<u>-</u>	_	<u>-</u>	_	35,000
••	· · · · · · · · · · · · · · · · · · ·							· ·
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-
MSP156- Prop 1 Davis County								
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	94,000	-	21,000	-	-	49,000	21,000	3,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	2,102,000	-	-	-	-	2,102,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	10,000	-	-	-	-	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	-	-	-	-	-	-	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	-	_	-	_	_	_	-	-
MSP265 - Program Management Support	3,730,000	_	-	-	_	_	-	3,730,000
MSP267 - New Maintenance Training Facility	3,730,000	_	_	_	_	_	_	-,: 55,550

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320- TRAX Forward	100,000	-	-	-	-	_	-	100,000
MSP324 - Bus Stop Amenities	10,000	-	-	-	-	-	-	10,000
MSP325- 200 South-Phase III-Transit Signal Priority	-	-	-	-	-	-	-	-
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	87,000	-	-	-	-	_	-	87,000
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	94,000	_	-	_	_	_	_	94,000
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	-	-	-	-	-	_	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	_	-	2,000,000	_	_	_	_
REV209 - Paratransit Replacements	-	-	-	-	_	_	-	_
REV211 - Replacement Buses	22,861,000	-	-	22,761,000	_	_	_	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	_	_	-	2,000,000
REV232 - Van Pool Van Replacements	1,600,000	_	-	1,600,000	_	_	_	-
REV236 - VW Battery Buses	-	-	-	-	-	_	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	4,690,000	4,690,000	-	_	_	_	-	_
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	_	_	_	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	-	-	_	_	_	-	1,000,000
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	-,000,000	-	-	_	_	_	_	-
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	-	_	_	_	-	_
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	_	-	-	_	_	_	_	-
SGR040 - Light Rail Vehicle Rehab	2,000,000	-	1,600,000	_	_	_	-	400,000
SGR047 - LRT Stray Current Control	500,000	-	-,000,000	_	_	_	_	500,000
SGR353 - Commuter Rail Engine Overhaul	-	_	-	_	_	_	_	-
SGR359 - Bridge Rehabilitation & Maintenance	540,000	_	-	_	_	_	_	540,000
SGR370 - Red Signal Enforcement	-	_	-	_	_	_	_	-
SGR385 - Rail Replacement Program	1,250,000	-	1,000,000	_	-	_	-	250,000
SGR390 - Jordan River #2 Remodel	-	-	-	_	-	_	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	15,000,000	-	12,000,000	_	-	_	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	_	-	_	-	500,000
SGR397 - TPSS Component Replacement	-	-	-	_	-	_	-	-
SGR398 - OCS Rehab/Replace	2,500,000	-	2,000,000	_	_	_	_	500,000
SGR401 - Ballast and Tie replacement	300,000	-	2,000,000	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,000,000	-	4,800,000	-	-	-	-	1,200,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	3,300,000	-	2,640,000	-	-	-	-	660,000
SGR407 - Bus Stop Enhancements	1,818,000	_	2,040,000	_	_	_	_	1,818,000
SGR408 - Route End of Line (EOL) Enhancements	550,000	-	440,000	_	-	-	-	110,000

			Sum of Grants - Award				Sum of Local	Sum of UTA
Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Partner- Rounded	Local- Rounded
SGR409 - System Restrooms	1,885,000	-	-	- Rounded	- Rounded	- Rounded	-	1,885,000
SGR410 - Fiber Rehab/Replacement	700,000	_	560,000	-	_	_	_	140,000
SGR411 - Farmington Station Ped Bridge Repairs	-	_	-	_	_	_	_	
SGR412- PCC Replacement Project	_	_	_	-	_	_	_	_
SGR413 - TPSS Building Rehab	_	_	_	_	_	_	_	_
SGR414- Rail Grinding	_	_	_	-	_	_	_	_
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	r -	_	_	-	_	_	_	_
Enterprise Strategy	3.150.000	-			-	_		3,150,000
ICI001 - Passenger Information		-	-	-	_	_	_	-
ICI146 - FrontRunner WiFi Enhancements	_	_	_	-	_	_	_	_
ICI173 - JDE System Enhancements	_	_	_	-	_	_	_	_
ICI179- Network Infrastructure Equipment & Software	500,000	_	_	_	_	_	_	500,000
ICI186 - In-House Application Development	150,000	_	_	-	_	_	_	150,000
ICI197 - Bus Communications On-Board Technology	-	_	_	-	_	_	_	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	550,000	_	_	_	_	_	_	550,000
ICI199 - Rail Communication Onboard Tech	-	_	_	-	_	_	_	-
ICI201 - Server, Storage Infrastructure Equipment & Software	1,100,000	_	_	_	_	_	_	1,100,000
ICI202 - Radio Comm Infrastructure	-	_	_	-	_	_	_	-
ICI214 - APC Upgrade	_	_	_	_	_	_	_	_
ICI224 - JDE 9.2 Applications Upgrade UNx	_	_	_	-	_	_	_	_
ICI226 - Radio Communication System	_	_	_	-	_	_	_	_
ICI230- Operations System	_	_	_	_	_	_	_	_
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	_	_	_	-	_	_	_	_
ICI233- Technology Systems- State of Good Repair	150,000	_	_	_	_	_	_	150,000
ICI235 - ERP Phase 2: Procurement	-	_	_	-	_	_	_	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	_	_	_	_	_	_	700,000
Executive Director (Safety)	770,000	_	_	_	_	_	_	770,000
FMA604 - Safety General Projects	120,000	_	_	_	_	_	_	120,000
FMA645 - Camera Sustainability	650,000	_	_	_	_	_	_	650,000
FMA658 - Bus Replacement Camera System	-	_	_	_	_	_	_	-
FMA681 - Arc Flash Analysis	_	_	_	_	_	_	_	_
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	_	_	_	_	_	_	_	_
Finance	10.395.000	_	370.000	_	_	_	_	10.025.000
CDA006 - 5310 Administration Funds All Years	370,000	_	370,000	_	_	_	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	25,000	_	-	-	_	_	_	25,000
ICI213 - eVoucher Phase 2	-	-	_	_	_	_	_	-
ICI222 - Fares Systems Replacement Program	_	_	-	-	_	_	_	_
ICI234 - Coordinated Mobility IT Support	_	-	_	_	_	_	_	_
MSP276 - FFY 2022 UT 2023 SL/WV 5310	_	_	_	_	_	_	_	_
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	_	_	_	_
MSP278 - FFY 2022 UT02023 O/L 5310	_	_	_	_	_	_	_	_
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	_	_	_	_
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	_	_	_	_	_	_	_	_
MSP281 - FFY 2021 UT-2023-014 3L/WV 3310	_	_	_	_	_	_	1	_

			Sum of Grants -					
			Award				Sum of Local	Sum of UTA
	Sum of Total	Sum of Bond-	Executed-	Sum of Lease-	Sum of State-	Sum of TTIF-	Partner-	Local-
Office/Projects	Budget- Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	6,800,000	-	3,480,000	-	-	-	-	3,320,000
FMA543 - Police Fleet Vehicles	1,000,000	-	800,000	-	-	-	-	200,000
FMA652 - Facilities Equipment Replacement	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	670,000	-	-	-	-	-	-	670,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA684 - Police Equipment	350,000	-	280,000	-	-	-	-	70,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	-	-	-	-	-	-	-	-
FMA704 - Floor Restoration Mt.Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	_	-	-
SGR416 - LRV Collision Avoidance System	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR417 - LRV 1168 Accident Repairs	-	-	-	-	-	_	-	-
People	-	-	-	_	_	-	-	-
FMA705 - HEP Load Bank for HEP Trainer	-	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	_	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	_	-	-
Planning & Engagement	1,445,000	-	-	_		-	-	1,445,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	_	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	_	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	_	_	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	_	_	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	_	_	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	_	-	-	-	_	_	-	_
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	_	-	-	-	_	_	-	_
REV234 - Tooele County Microtransit & Vehicle Electrification	_	_	_	_	_	_	_	_
Grand Total	104,254,000	4,690,000	30,911,000	26,361,000	700,000	2,151,000	21,000	39,420,000

669 West 200 South Salt Lake City, UT 84101



# Utah Transit Authority MEETING MEMO

Local Advisory Council Date: 11/5/2025

TO: Local Advisory Council
THROUGH: Jay Fox, Executive Director

**FROM:** Viola Miller, Chief Financial Officer

**PRESENTER(S):** Jay Fox, Executive Director

Viola Miller, Chief Financial Officer

TITLE:

Consultation on the UTA Tentative 2026 Budget

#### **AGENDA ITEM TYPE:**

LAC - Consultation

#### **RECOMMENDATION:**

Review the UTA Tentative 2026 Budget and provide advice to the Board of Trustees.

#### **BACKGROUND:**

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

The Board of Trustees conducted four budget work sessions in August, followed by a preliminary budget and five-year capital plan overview discussion with the Local Advisory Council at the August 27, 2025 meeting. On September 24, 2025, the Board of Trustees received a presentation on the 2026 Tentative Budget. Subsequently, at their October 8, 2025, Board meeting, the Board approved a resolution adopting the 2026 Tentative Budget and will conduct a public hearing on October 30, 2025.

The 2026 Tentative Budget was sent to the Governor's office, Legislature, mayors, commissioners, metropolitan planning organizations, and others. It has also been made available to the public on UTA's website and will be open for comment throughout the public comment period. The 30-day public comment period will conclude on November 7, 2025, with all comments provided to the Trustees.

On November 5, 2025, the Local Advisory Council will be given the opportunity to review and consult on the 2026 Tentative Budget providing their advice and input to the Executive Director and the Board of Trustees, pursuant to the Utah Public Transit District Act, 17B-2a-808.2(4)(v).

The 2026 Final Budget will be reviewed by the Board of Trustees on December 3, 2025, with adoption scheduled for December 17, 2025.

The details of the 2026 Tentative Budget are attached.

#### **DISCUSSION:**

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

Our budget is fiscally responsible, strategic, and responsive to changing needs and emerging demands. On a local level, Utah's growth creates opportunities and challenges for mobility and connectivity. Traffic congestion, commute time, housing accessibility, and air quality are a few of the issues that transit seeks to address. On a regional and state level, economic development and major events like the 2034 Olympics present significant transit opportunities to benefit Utah's future. Our 2026 proposed budget allocates funds in the most efficient manner possible, recognizing that the growing demand for transit service exceeds available resources.

The 2026 Tentative Budget was developed with an emphasis on creating value. This will be accomplished by:

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

The 2026 Operating Budget focuses on:

- Accelerating the launch of the Midvalley Express Bus Rapid Transit System (MVX BRT)
- Critical expenses related to safety, compliance and risk management
- Debt service obligations
- Essential activities enabling delivery of the proposed 2026 annual service plan
- Vital capital investments to sustain our system and support long-term growth

#### **ALTERNATIVES:**

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

#### **FISCAL IMPACT:**

The 2026 Tentative Budget includes \$488 million in operating expenses and \$332 million of capital investment to fund the provision of safe, convenient, reliable service and targeted investments in our infrastructure. The budget includes federal and local contributions from our partners.

#### **ATTACHMENTS:**

- 2026 Tentative Budget Summary
- 2026 Tentative Budget Document

## **Utah Transit Authority**



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

#### Mission

#### "We Move You"

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

#### Vision

Leading Utah's mobility solutions and improving quality of life.

#### Strategic Priorities



#### 2026 Budget Overview

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

Our budget is strategic and responsive to changing needs and emerging demands. Locally, Utah's rapid growth creates opportunities and challenges for mobility and connectivity. Transit plays a critical role in addressing key issues such as traffic congestion, commute times, housing accessibility, and air quality a. On a regional and state level, economic development and seminal events like the Olympics, create significant opportunities for transit-oriented investments.

Our 2026 budget allocates funds in the most strategic and efficient manner possible, recognizing that the growing demand for transit service exceeds available resources.

The UTA 2026 budget of \$1.0 billion includes \$488 million in operating expenses, \$189 million in debt service expenses and contribution to reserves, and \$332 million in capital investment to fund the provision of safe, convenient, and reliable public transportation services and key investments in Utah's mobility infrastructure. The budget includes contributions from our federal, state, and local partners.

#### 2026 Operating Budget Highlights



#### **UTA 2026 Capital Budget Highlights**

#### **Bus Expansion**

- Midvalley Express BRT (MVX)
- 5600 West
- Davis-SLC Connect

# Maintaining a State of Good Repair

- Rehabilitation & replacement of:
  - o Light rail vehicles
  - o Train control
  - o Bus and paratransit vehicles

## Rail Expansion

S-Line extension

## Building Remodel & Expansion

- Ogden admin building
- TRAX operations and maintenance facility (Jordan River)
- Jordan River training facility





#### 2026 Revenue Summary

UTA's Tentative Budget for 2026 is just over \$1 billion. UTA reports as a single enterprise fund, and all revenues are deposited in the UTA enterprise fund. Within this enterprise fund, UTA maintains two budgets: Operating and Capital. The Operating Budget covers ongoing expenses related to services UTA provides, whereas the Capital Budget accounts for one-time expenses related to building, maintaining, and investing in our transit system.

UTA receives Operating revenues from multiple sources, with a budgeted revenue of \$685 million. Sales tax revenue, totaling \$517 million (51% of total), represents the largest funding source for the 2026 budget. Federal preventive maintenance funds are budgeted at \$97 million (10%) and fares are budgeted at \$41 million (4%) in 2026. Other revenues include, in order of magnitude, investment income, local support, other revenue, advertising, and fees.

In 2026, UTA plans to draw \$73 million from our existing Fund Balance to finance the full 2026 Tentative Budget.

Capital Sources 25%

UTA Fund Balance 7%

Sales Tax 51%

Other 3%

Federal Prev. Maint. 10%

External Capital sources of \$250 million are further described in the Capital Budget Summary.

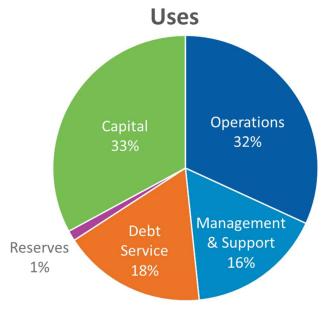
#### **2026 Expense Summary**

The 2026 Tentative Budget includes a \$488 million Operating Budget for Operations (32% of total) and Management & Support of the system (16% of total). These functions are represented in dark and light blue on the graph. Operations expenses include, in order of magnitude: bus, light rail, commuter rail, paratransit, vanpool, and microtransit. Management & Support includes planning and capital support, communications, IT, HR, finance, leadership and other admin group expenses.

Debt Service expenses of \$177 million (18% of total) are budgeted to repay bond debt from building out rail systems and financing bus, paratransit, and other vehicles.

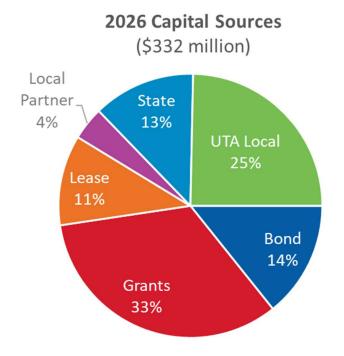
Contributions to Reserves are required by policy and ensure that we have emergency funding in a variety of scenarios.

Capital uses are further described in the Capital Budget Summary.





#### **Capital Budget Summary**



10 Largest Budget Projects
Light Rail Vehicle Replacement
Midvalley Connector
S-Line Extension
Paratransit Replacement
Replacement Buses
Mt. Ogden Admin Bldg. Expansion
Light Rail Vehicle Rehab
Fares Systems Replacement Program
New Maintenance Training Facility
Train Control Rehab & Replacement

UTA receives \$166 million in federal grant, state, and local partner (cities and counties) funding to complete Capital projects. Bond financing for major infrastructure projects and new vehicle acquisition using financing or "lease" revenue brings in another \$84 million of debt-based funding sources. The remaining \$82 million of UTA's Capital Budget expenses require use of UTA local enterprise funds.

The 10 largest-budget projects in 2026 make up about 60% of the total 2026 Capital Budget of \$332 million.

#### Ways to Get Involved

Review the complete <u>2026 Tentative Budget</u> and comment by November 7, 2025.

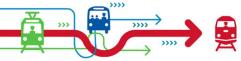
Submit your feedback in any of the following ways:

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

#### Public Hearing & Open House:

- Thursday, October 30, 5-5:30 p.m. Open House, 5:30 p.m. Public Hearing
- Location: 669 West 200 South, Salt Lake City, Utah.
- Join virtually: rideuta.com/Board-of-Trustees/Meetings

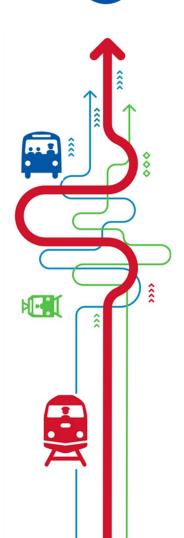
Complete information on the 2026 Tentative Budget can be found at rideuta.com/budget.





# Utah Transit Authority

**2026 Tentative Budget** 





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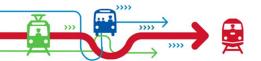
# **Budget Summaries**

# UTAH TRANSIT AUTHORITY 2026 TENTATIVE OPERATING BUDGET September 24, 2025

#### **Exhibit A**

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

Note: Rounding may cause minor Total discrepancies



# UTAH TRANSIT AUTHORITY 2026 TENTATIVE CAPITAL BUDGET September 24, 2025

#### Exhibit A-1

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

# UTAH TRANSIT AUTHORITY 2026 TENTATIVE OPERATING BUDGET September 24, 2025

#### **Exhibit A-2**

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

# UTAH TRANSIT AUTHORITY 2026 TENTATIVE OPERATING BUDGET September 24, 2025

#### **Exhibit A-3**

	<u>Revenue</u>	2026 Budget	
1	Sales Tax	\$516,541,000	
2	Federal Preventative Maintenance	96,548,000	
3	Passenger Revenue	40,887,000	
4	Advertising	2,172,000	
5	Investment Income	14,384,000	
6	Other Revenues	14,867,000	
7	Total Revenue	685,399,000	
	Operating Expense		FTE
8	Bus	162,892,000	1,300.5
9	Commuter Rail	36,317,000	208.5
10	Light Rail	66,015,000	467.0
11	Paratransit	33,364,000	214.0
12	Rideshare/Vanpool	4,563,000	11.0
13	Microtransit	17,968,000	5.5
14	Operations Support	75,498,000	512.2
15	Administration	66,846,000	226.2
16	Planning/Capital Support	15,063,000	106.8
17	Non-Departmental	8,997,000	-
18	Total Operating	487,523,000	3,051.7
	Debt Service, Contribution to Reserves, and Transfer to	o Canital	
19	Principal and Interest	173,176,000	_
20	Bond Service Utah County for UVX BRT program	3,374,000	-
21	Contribution to Reserves	12,738,000	-
22	Transfer to/(from) UTA Fund Balance	8,588,000	-
23	Total Debt Service, Reserves, Transfers	197,876,000	_
23 24	Total Operating Budget	\$685,399,000	3,051.7
24	i otai Operating buuget	7000,555,000	3,031./

# 2026 Tentative Budget Overview

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

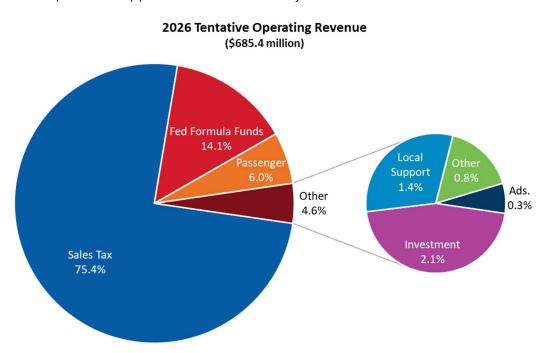
Our budget is strategic, but it also responds to changing needs and emerging demands. On a local level, Utah's growth creates opportunities and challenges for mobility and connectivity. Traffic congestion, commute time, housing accessibility, and air quality are a few of the issues transit seeks to address.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

Our 2026 budget allocates funds in the most strategic, efficient manner possible. We acknowledge approaching fiscal constraints, and we recognize the growing demand for transit services that exceeds available resources. UTA is striving to fully streamline the 2026 budget while maintaining the quality and reliability of service upon which our passengers depend.

#### **2026 Operating Revenue Summary**

UTA reports as a single enterprise fund, and all revenues are deposited in the UTA enterprise fund. Within this enterprise fund, UTA maintains two budgets — Operating and Capital. The Operating Budget includes ongoing expenses related to services provided by UTA, whereas the Capital Budget includes one-time expenses related to building, maintaining, and investing in our system. Transfers from the enterprise fund to the Capital program are made when required to support investment in the system.

UTA receives operating revenues from multiple sources for a budgeted total revenue of \$685 million. Sales tax revenue at \$517 million (75% of total) represents the largest funding source for the 2026 budget. Federal preventive maintenance funds total \$97 million and passenger revenues total \$41 million. Other revenues include, in order of magnitude, investment income, local support, advertising, and other revenues.

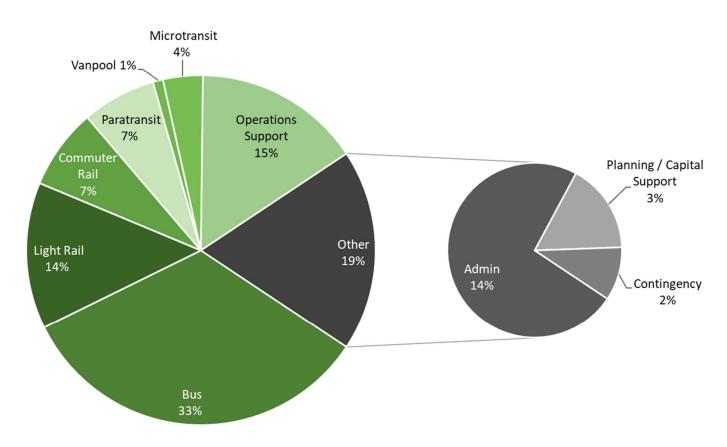


## **2026 Operating Expense Summary**

The 2026 Tentative Operating Budget of \$488 million will fund day-to-day operations at UTA. This includes almost \$397 million for operations and maintenance of the system (81% of total). These functions are represented in the green shaded segments in the graph below. Service modes in order of greatest expense include bus, light rail (TRAX), commuter rail (FrontRunner), paratransit, microtransit (On Demand) and rideshare (Vanpool).

The Other functions (gray segments comprising 19%) include administration, planning/capital support, and \$1.0 million set aside to fund emerging/emergency needs. Administration includes executive leadership and support, human capital management, communications, payroll, accounting, purchasing, warehouse, fares, service development, information technology, strategic planning, continuous improvement, data management, and other functions that support the capital and operating programs at UTA.

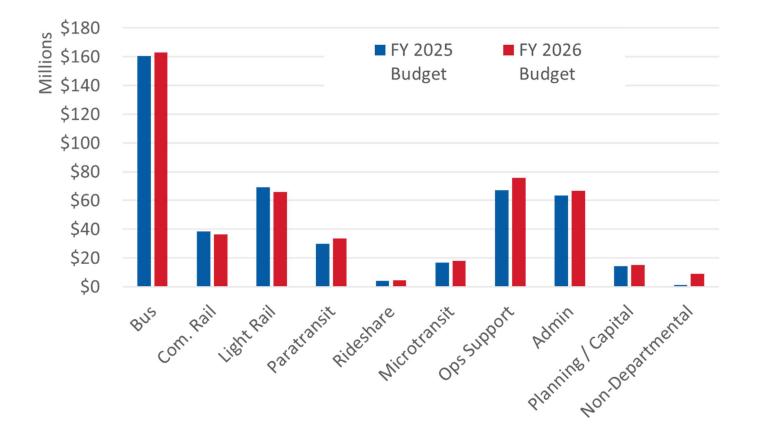
# **2026 Tentative Operating Budget** (\$487.5 million)



# **2026 Tentative Operating Expense Budget**

#### **Summary by Mode**

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



## **Summary by Office**

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

# **Summary by Expense Category**

	FY 2025	FY 2026		
Category	Budget	Budget	Change	% Change
Wages	\$218,577,000	\$233,568,000	14,991,000	6.9%
Fringe	109,966,000	116,658,000	6,692,000	6.1%
Services	56,044,000	59,679,000	3,635,000	6.5%
Fuel/Power	34,821,000	35,700,000	879,000	2.5%
Parts	29,548,000	25,891,000	(3,657,000)	-12.4%
Utilities	8,010,000	7,325,000	(685,000)	-8.6%
Other O&M	23,911,000	24,747,000	836,000	3.5%
Capitalized Costs	(16,368,000)	(16,046,000)	322,000	-2.0%
Total Budget	\$464.509.000	\$487.523.000	\$23.014.000	5.0%

## FTE Summary by Office

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

## **FTE Summary by Mode**

	FY 2025	FY 2026		
Mode	Budget	Budget	Change	% Change
Bus	1,271.0	1,300.5	29.5	2.3%
Commuter Rail	207.5	208.5	1.0	0.5%
Light Rail	459.0	467.0	8.0	1.7%
Paratransit	203.0	214.0	11.0	5.4%
Rideshare/Vanpool	11.0	11.0	-	0.0%
Microtransit	6.0	5.5	(0.5)	-8.3%
Operations Support	483.2	512.2	29.0	6.0%
Administration	229.5	226.2	(3.3)	-1.5%
Planning/Capital Support	105.3	106.8	1.5	1.4%
Non-Departmental	-		-	-
Total Division	2.975.6	3.051.7	76.2	2.6%

## **Key Assumptions & Requests**

UTA contracts with the Economic Development Unit at the University of Utah to generate sales tax forecasts. The 2026 Tentative Budget was developed during a time of minimally increasing ridership, low inflation compared to national rates, and unemployment comparable to 2024 (20% lower than the state's 15-year average). Job creation in Utah is outpacing the rest of the country. Consumer spending is seen as resilient, despite concerns over tariffs and broader economic uncertainty.

This Tentative Budget and 5-Year Capital Plan (5YCP) include assumptions from the university's April 2025 forecast. UTA will monitor the economic situation and work with the University of Utah to update its sales tax forecast in November to inform the 2026 Final Budget and 5YCP.

### **Assumptions**

The key assumptions in the 2026 Tentative Budget are provided below.

#### **Operating Expenses**

Wages: 3%Fringe: 6%Parts: 2.5%

Fuel:

Diesel: \$3.45Gasoline: \$3.15CNG DGE\*: \$2.15

Other Expenses: 2.1%

#### Revenues

Sales Tax: 3.0%Passenger: 0.0%

\*Compressed Natural Gas Diesel Gallon Equivalent



## **Agency Requests**

2026 Budget Requests	Exp	enses	FTEs
BOARD OF TRUSTEES	\$	55,600	_
Gov't Relations Mgr Travel, Conferences and Meetings		6,500	-
Local Advisory Council Member Compensation		4,500	-
Local/State Government Engagement		10,500	-
Political Consultants Renewal		15,800	-
Travel - escalating costs		18,300	-
CAPITAL SERVICES		44,000	0.5
Part-time Environmental Compliance Admin position for regulatory oversight		44,000	0.5
EXECUTIVE DIRECTOR	4	197,250	3.0
2 New Roadway Worker Protection Specialists		185,000	2.0
Add consulting services including Strategic Plan and other needs		150,000	-
Compliance Manager Position	,	162,250	1.0
PEOPLE		86,000	1.0
Addition of FTE for Drug & Alcohol Specialist position		86,000	1.0
PLANNING & ENGAGEMENT	4	140,000	_
Added matching funds for UDOT funded research.		40,000	-
Additional funding to complete majority of the 2027-2054 Long Range Transit Plan	4	400,000	-
Grand Total	\$1,12	22,850	4.5

### **2026 Operating Budget Request Detail**

(\$ Thousands)		2025 A	Additions	2025 Adjı	ustments		2026	Budget	
	2025							2026	2026
2025	One-Time			Wage and			2026 Svc	Agency	Budget
Budget	Expenses	Staffing	Service	Fringe	Other	2026 Base	Requests	Requests	Request
\$ 464,509	\$ (1,553)	\$ <b>1,53</b> 1	. \$ 886	\$ 12,539	\$ 5,571	\$ 483,485	\$ 2,915	\$ 1,123	\$ 487,523

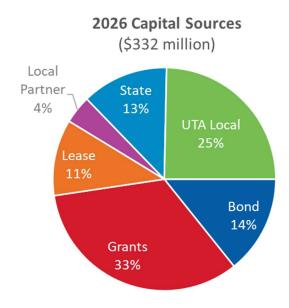
- One-Time Expenses: Expenses budgeted to be incurred only in 2025. Not ongoing expense.
- Staffing: Annualization of changes in staffing that occurred in 2025.
- Service: Annualization of service changes made in 2025
- Wage and Fringe: Adjustments for changes in wage and fringe rates
- Other: Changes in Parts, Fuel, Contract Services prices due to inflation
- 2026 Base = 2025 Budget One-Time Expenses + 2025 Additions + 2025 Adjustments
- 2026 Service Requests: New service requests for 2026
- 2026 Agency Requests: New budget addition requests for 2026
- 2026 Budget Request = 2026 Base + 2026 Svc Requests + 2026 Additions

## 2026 Tentative Capital Budget and Five-Year Capital Plan

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

## **2026 Tentative Capital Budget**

### **2026 Summary by Chief Office**

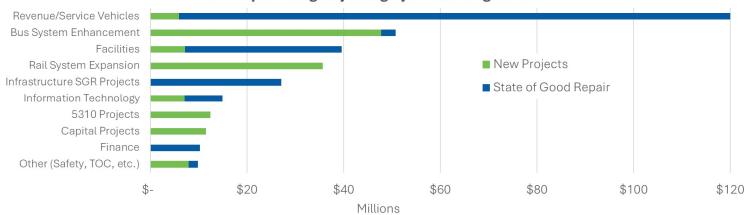


Poporting Group	2026 Total
Reporting Group	Budget
Capital Services	\$271,488,000
Enterprise Strategy	14,851,000
Executive Director (Safety)	1,485,000
Finance	32,646,000
Operations	8,974,000
People	50,000
Planning & Engagement	2,244,000
<b>Grand Total</b>	\$331,738,000

### **2026 Summary by Project Category**

Catagon	2026 Total	2026 Grants	2026 State &	2026 UTA &	2026 Bonds
Category	Budget	2026 GIAIIIS	Local	Lease	2020 DOITUS
Revenue/Service Vehicles	\$119,950,000	\$23,715,000	\$0	\$52,224,000	\$ 44,011,000
Bus System Enhancement	50,741,000	27,377,000	17,007,000	6,357,000	-
Facilities	39,571,000	17,442,000	-	18,855,000	3,274,000
Rail System Expansion	35,642,000	-	31,886,000	3,756,000	-
Infrastructure SGR Projects	27,082,000	20,330,000	300,000	6,452,000	-
Information Technology	14,886,000	3,200,000	-	11,686,000	-
5310 Projects	12,372,000	8,422,000	3,826,000	124,000	-
Capital Projects	11,481,000	-	231,000	11,250,000	-
Finance	10,209,000	8,167,000	-	2,042,000	-
Safety and Security	3,103,000	1,250,000	-	1,853,000	-
Property/TOC	3,025,000	840,000	1,900,000	285,000	-
Charging Infrastructure	2,365,000	-	-	2,365,000	-
Planning	1,311,000	-		1,311,000	
Grand Total	\$331,738,000	\$110,743,000	\$55,150,000	\$118,560,000	\$47,285,000





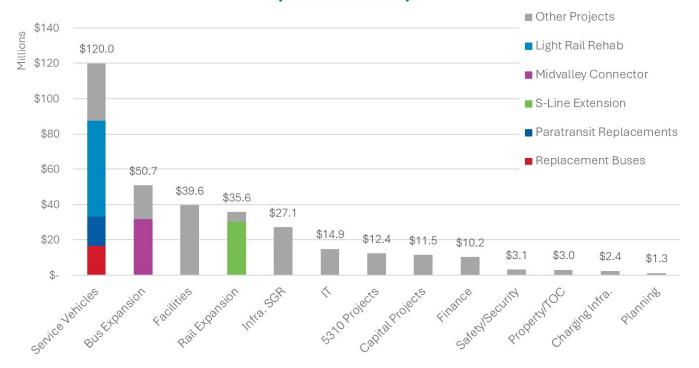
### **2026 Major Project Summary**

Non-SGR projects with the 10 largest budgets in 2026:

Highlight ad Draigata	2026 Total	2026	2026 State	2026 UTA &
Highlighted Projects	Budget	Grants	& Local	Lease
Mid-Valley Connector	\$ 31,715,000	\$ 21,292,000	\$ 10,423,000	\$ -
S-Line Extension	30,086,000	-	26,330,000	3,756,000
Operations System	5,356,000	-	-	5,356,000
(Grant Dependent) Davis-SLC Connector	5,000,000	464,000	4,465,000	71,000
HB322 Future Rail Car Purchase Payment	5,000,000	-	-	5,000,000
Capital Contingency	5,000,000	-	-	5,000,000
Program Management Support	4,000,000	-	-	4,000,000
Ogden/Weber State University BRT	3,500,000	3,255,000	-	245,000
FFY 2026 All UZAs 5310	3,360,000	2,179,000	1,181,000	-
FFY 2025 All UZAs 5310	3,262,000	2,116,000	1,146,000	_
Grand Total	\$ 96,279,000	\$ 29,306,000	\$ 43,545,000	\$ 23,428,000

<sup>\*</sup>No Bonding for major non-SGR projects in 2026.

## 2026 Capital Expenses (\$331.7 million)



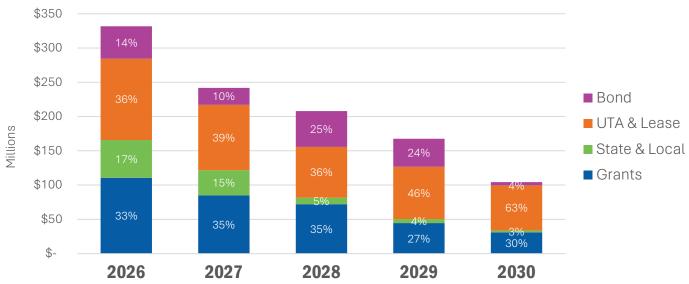
## **2026 State of Good Repair Summary**

Highlighted Projects (C.Theusende)	shad Dissipate (C. They are de) 2026 Total 2026		2026	2026 State		2026 UTA		2026			
Highlighted Projects (\$ Thousands)	[	Budget	(	Grants		& Local		Lease	[	Bonds	
Revenue/Service Vehicles	\$	114,017	\$	23,715	\$	-	\$	46,291	\$	44,011	
Light Rail Vehicle Replacement		54,322		10,311		-		-		44,011	
Paratransit Replacements		16,634		-		-		16,634		-	
Replace Non-Rev Support Vehicles		16,580		-		-		16,580		-	
Light Rail Vehicle Rehab		10,500		8,400		-		2,100		-	
Commuter Rail Vehicle Rehab and Replacement		3,000		2,400		-		600		-	
Other Revenue/Service Vehicles		12,981		2,604		-		10,377		-	
Infrastructure SGR Projects	\$	27,082	\$	20,330	\$	300	\$	6,452	\$	-	
Train Control Rehab & Replacement		6,500		5,200		-		1,300		-	
Rail Replacement Program		6,250		5,000		-		1,250		-	
OCS Rehab/Replace		4,462		3,570		-		892		-	
Rail Switches & Trackwork Controls Rehab/Replacement		2,500		2,000		-		500		-	
Grade Crossing Replacement Program		2,000		1,600		-		400		-	
Other Infrastructure SGR Projects		5,370		2,960		300		2,110		-	
Facilities	\$	32,389	\$	14,251	\$	-	\$	14,864	\$	3,274	
Mt. Ogden Admin Bldg. Expansion		11,062		7,788		-		-		3,274	
New Maintenance Training Facility		7,250		-		-		7,250		-	
Ogden Fueling System Replacement		2,010		1,540		-		470		-	
Facilities Equipment Replacement		2,000		1,600		-		400		-	
System Restrooms		1,555		-		-		1,555		-	
Other Facilities		8,512		3,323		-		5,189		-	
Information Technology	\$	7,800	\$	3,200	\$	-	\$	4,600	\$	-	
Radio Communication System		4,000		3,200		-		800		-	
Network Infrastructure Equipment & Software		1,200		-		-		1,200		-	
APC Upgrade		750		-		-		750		-	
Electronic Communication Rehab/Replacement		700		-		-		700		-	
Server, Storage Infrastructure Equipment & Software		500		-		-		500		-	
Other Information Technology		650		-		-		650		-	
Other	\$	15,137	\$	9,197	\$	-	\$	5,940	\$	-	
Fares Systems Replacement Program		10,209		8,167		-		2,042		-	
Bus Stop Enhancements		2,590		-		-		2,590		-	
Police Vehicle Replacement/Expansion		1,138		910		-		228		-	
Other SGR projects		1,200		120				1,080			
Grand Total	\$	196,425	\$	70,693	\$	300	\$	78,147	\$	47,285	

## **5-Year Capital Plan: 2026-2030**

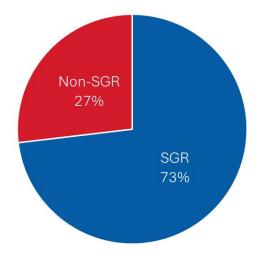
Sources	2026	2027	2028	2029	2030	Total	%
UTA Local	\$81,846	\$54,877	\$48,534	\$46,825	\$39,420	\$271,502	26%
Grants	110,743	85,090	72,102	44,456	30,911	343,302	33%
Lease	36,714	40,556	25,528	29,640	26,361	158,799	15%
Bond	47,285	24,915	52,117	40,697	4,690	169,704	16%
State	41,672	27,236	6,618	4,367	2,851	82,744	8%
Local Partner	13,478	9,300	3,033	1,521	21	27,353	3%
TOTAL (in \$USD Thousands)	\$331,738	\$241,974	\$207,932	\$167,506	\$104,254	\$1,053,404	100%
Uses	2026	2027	2028	2029	2030	Total	%
LR Vehicle Replacement	\$54,322	\$18,830	\$68,153	\$40,697	\$4,690	\$186,692	18%
Replacement Buses	16,580	24,857	13,888	25,640	22,861	103,826	10%
Commuter Rail Rehab/Replace	3,000	8,500	20,000	15,000	15,000	61,500	6%
Midvalley Connector	31,715	3,681	-	-	-	35,396	3%
Paratransit Replacements	16,634	9,002	8,140	-	-	33,776	3%
Revenue/Service Vehicles	29,414	45,723	20,142	19,712	14,145	129,136	12%
Bus System Enhancement	19,026	46,674	8,780	3,000	1,932	79,412	8%
Facilities	39,571	33,035	14,124	7,640	6,098	100,468	10%
Rail System Expansion	35,642	5,141	3,093	3,393	400	47,669	5%
Infrastructure SGR Projects	27,082	23,392	27,455	29,610	17,890	125,429	12%
Information Technology	14,886	2,590	3,470	2,910	3,185	27,041	3%
5310 Projects	12,372	395	405	415	370	13,957	1%
Capital Projects	11,481	9,500	9,500	9,430	11,332	51,243	5%
Finance	10,209	-	-	-	-	10,209	1%
Safety and Security	3,103	7,290	8,007	7,837	5,170	31,407	3%
Property/TOC	3,025	2,200	1,700	1,200	-	8,125	1%
Charging Infrastructure	2,365	100	-	22	181	2,668	0%
Planning	1,311	1,064	1,075	1,000	1,000	5,450	1%
TOTAL (in \$USD Thousands)	\$331,738	\$241,974	\$207,932	\$167,506	\$104,254	\$1,053,404	100%

## **5YCP Capital Sources**



### **5YCP State of Good Repair (SGR) Designation**





### **Capital Budget Acronyms & Terms**

- APC: automatic passenger counter
- BRT: bus rapid transit
- CR: commuter rail
- LR: light rail
- OCS: overhead catenary system
- SGR: State of Good Repair
- TOC: Transit-Oriented Communities
- TPSS: traction power substation
- UDOT: Utah Department of Transportation
- UZA: urbanized area
- 5310: Projects focused on community development of specialized transportation using passthrough 5310 grant funds

## **Annual Budget Schedule**

Task	<b>Completion Date</b>
Budget Office Distributes Budget Memo	Apr. 1, 2025
Executive Team Reviews & Approves Base Targets	May 23, 2025
Executive Team Reviews and Approves Draft Tentative Budget	Jul. 8, 2025
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Board Budget Work Sessions	Aug. 11- Aug. 15, 2025
Board Reviews 2026 Tentative Budget	Sep. 24, 2025
Board approves 2026 Tentative Budget and public hearing date	Oct. 8, 2025
Budget Review and Comment Period	Oct. 8 - Nov. 7, 2025
2026 Budget Open House/Public Hearing	Oct. 30, 2025
Local Advisory Council (LAC) consults on 2026 Budget & 5-Year Capital Plan	Nov. 5, 2025
Board of Trustees reviews public comments, LAC input, and 2026 final budget	Dec. 3, 2025
Decord of Tweeters are used 5 Very Ora; tel Diag	D 0.0005
Board of Trustees approves 5-Year Capital Plan	Dec. 3, 2025
Final Public Engagement report due to board office	Dec. 3, 2025
i macrubile Engagement report due to board onice	Dec. 3, 2023
Board of Trustees considers approval of the 2026 Final Budget	Dec. 17, 2025
board of fractions constants approvation the 2020 final badget	<i>D</i> 00. 17, 2020
Staff submits Final Budget to State Auditor	Dec. 30, 2025
Staff prepares, prints, and distributes 2026 Budget Document to the Board of	D 00 0005
Trustees, Operating Departments and interested parties	Dec. 30, 2025
	•



## Utah Transit Authority MEETING MEMO

Local Advisory Cou	ncil	<b>Date:</b> 11/5/2025
TO:	Local Advisory Council	
THROUGH:	Jay Fox, Executive Director	
FROM:	Viola Miller, Chief Financial Officer	
PRESENTER(S):	Brian Reeves, Associate Chief Financial Officer	
	Monica Howe, Fares Director	
TITLE:		
UTA Transit Pass P	rograms	
AGENDA ITEM TYP	E:	
Discussion		
RECOMMENDATIO	N:	
Informational item		

#### **BACKGROUND:**

The Public Transit District Act and UTA Board Policy state that the Board of Trustees will set fare rates after consultation with the Local Advisory Council (LAC). Statute and Policy also indicate that contracts or discounts to the set fares are to be approved by the Board of Trustees. In preparation for future LAC opportunities to consult on setting fares, UTA staff seek to orient the Local Advisory Council on various facets of the fares program. Transit pass programs and agreements will be discussed in this presentation.

#### **DISCUSSION:**

UTA offers transit pass programs to schools, employers, non-profits, and event organizers. These programs support increasing ridership and delivering access to UTA's system. With more people able to use transit, particularly through partnerships with schools, employers, and event organizers, these contracts help reduce traffic congestion, which lowers societal costs related to emissions, fuel consumption, and roadway maintenance.

Not Applicable

FISCAL IMPACT: Fare contracts accounted for 51.5% of passenger revenue in 2024, generating approximately \$16 million.				
ATTACHMENTS:				
None				



None

## Utah Transit Authority MEETING MEMO

Local Advisory Cou	ncil	<b>Date:</b> 11/5/2025	
TO:	Local Advisory Council		
PRESENTER(S):	Bob Stevenson, Chair Local Advisory Council		
	Carlton Christensen, Chair UTA Board of Trustees		
TITLE:			
Open Dialogue wit	h the Board of Trustees		
AGENDA ITEM TYP	E:		
Discussion			
RECOMMENDATIO	N:		
Informational discu	ssion with UTA Board of Trustees		
DISCUSSION:			
The Local Advisory	Council and Board of Trustees will engage in discussion on topics o	oncerning the Utah	
•	No action will be taken.	Ç	
ATTACHMENTS:			



## Utah Transit Authority MEETING MEMO

Local Advisory Council Date: 11/5/2025

TO: Local Advisory Council

FROM: Jana Ostler, Director of Board Governance
PRESENTER(S): Bob Stevenson, Chair- Local Advisory Council

#### TITLE:

AR2025-11-01 - Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Local Advisory Council for Calendar Year 2026

#### **AGENDA ITEM TYPE:**

Resolution

#### RECOMMENDATION:

Approve Resolution AR2025-11-01 Giving Notice and Setting Regular Meeting Dates for the Local Advisory Council for Calendar Year 2026.

#### **BACKGROUND:**

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

#### **DISCUSSION:**

Open meetings laws require a regular schedule of meetings be publicly noticed annually. The following dates are proposed for meetings of the Local Advisory Council in 2026:

Wednesday, February 18, 2026

Wednesday, May 6, 2026

Wednesday, August 26, 2026

Wednesday, November 4, 2026

All meetings will be held at UTA FrontLines Headquarters and begin at 11:00 a.m.

ΤΔΛ	HMENTS:
•	AR2025-11-01 Resolution Giving Notice and Setting Regular Meeting Dates for the Authority's Loc Advisory Council for Calendar Year 2026

# RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH TRANSIT AUTHORITY GIVING NOTICE AND SETTING REGULAR MEETING DATES FOR THE AUTHORITY'S LOCAL ADVISORY COUNCIL FOR CALENDAR YEAR 2026

AR2025-11-01 November 5, 2025

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

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

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

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

WHEREAS it is considered necessary and desirable by the Council to adopt a resolution giving notice of regular meetings of the Council for calendar year 2026.

AR2025-11-01 1

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

- 1. That the Council gives notice of its regular meetings for 2026 as outlined in "Exhibit A" to this resolution.
- 2. That the corporate seal be attached hereto.

Approved and adopted	d this 5th day of November 2025.	
	Chair or Acting Chair,	
	Local Advisory Council	
Attest:		
Secretary of the Authority	(Corporate Seal)	
Approved As to Form:		
Signed by:  Tim Merrill  56603D676401402		
Legal Counsel		

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#### Exhibit A

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

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

Wednesday, February 18, 2026, 11:00 a.m. Wednesday, May 6, 2026, 11:00 a.m. Wednesday, August 26, 2026, 11:00 a.m. Wednesday, November 4, 2026, 11:00 a.m.

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

AR2025-11-01 3



## Utah Transit Authority MEETING MEMO

Local Advisory Council Date: 11/5/2025

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

TITLE:

#### **Executive Director Report**

- 2034 Olympics Update
- APTA 2025 Outstanding Public Transportation System Award

#### **AGENDA ITEM TYPE:**

Report

#### **RECOMMENDATION:**

Informational report for discussion

#### **DISCUSSION:**

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

- 2034 Olympics Update
- APTA 2025 Outstanding Public Transportation System Award

Date: 11/5/2025



**Local Advisory Council** 

## Utah Transit Authority MEETING MEMO

-	
TO:	Local Advisory Council
FROM:	Utah Transit Authority Audit Committee
PRESENTER(S):	Bob Stevenson, Chair Local Advisory Council
TITLE:	
Audit Committee R	eport
AGENDA ITEM TYPI Report	E:
RECOMMENDATIO	N:
Informational repor	t for discussion
BACKGROUND:	
	mittee met on September 22, 2025, to hear reports from UTA's Internal Audit Department
•	rformed, as well as other audit and risk related information. Audit Committee Members , Jeff Acerson, Beth Holbrook, and Bob Stevenson participated in the meeting.
DISCUSSION:	
Chair Stevenson wil	I give a report on the activities of the UTA Audit Committee.
ATTACHMENTS:	
None	