



Utah Transit Authority

Local Advisory Council

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, November 5, 2025 1:00 PM FrontLines Headquarters

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 Capital Plan Jay Fox
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 Regular Meeting Dates for the Authority's Local Advisory Council for Calendar Year 2026 Bob Stevenson

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.



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

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 [Utah Public Notice Website](https://www.utah.gov/pmn/sitemap/notice/1017567.html) <<https://www.utah.gov/pmn/sitemap/notice/1017567.html>> and video feed is available through the [UTA Public Meetings Portal](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>>.

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 J. Christensen
Chair, Board of Trustees



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

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)



September 2025

FIVE-YEAR CAPITAL PLAN 2026-2030



Executive Summary

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



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

PLAN PURPOSE

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

\$1.05B

investment over five years to strengthen and expand transit infrastructure.



PLANNING AND PRIORITIZATION PROCESS

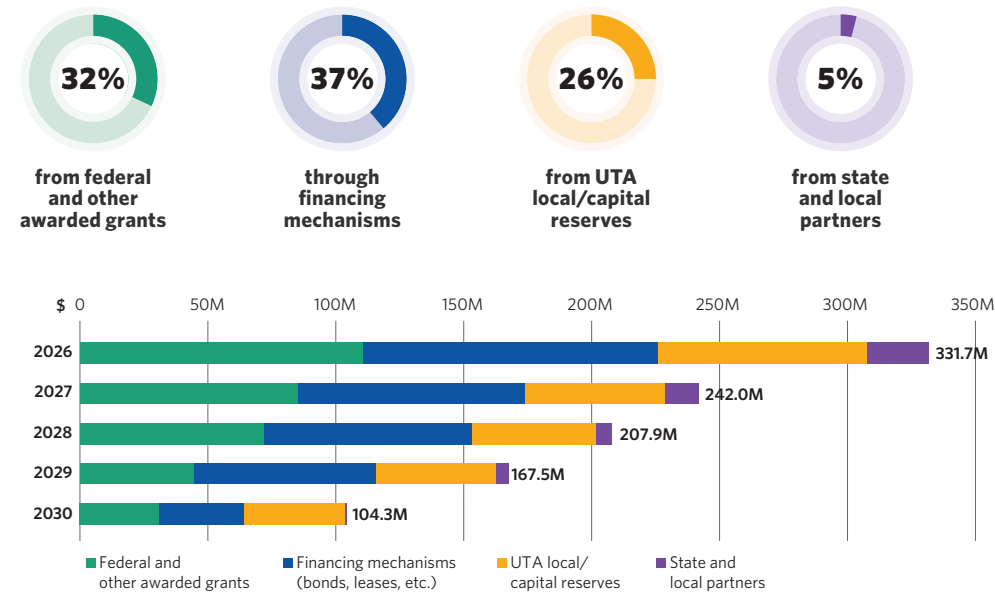
UTA's capital planning process produces a prioritized five-year project list aligned with strategic goals, legal requirements, and funding realities. Projects are proposed, reviewed, and refined to address mobility, safety, and State of Good Repair needs while ensuring alignment with long-term agency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

Base Budget Review



INVESTMENT OVERVIEW

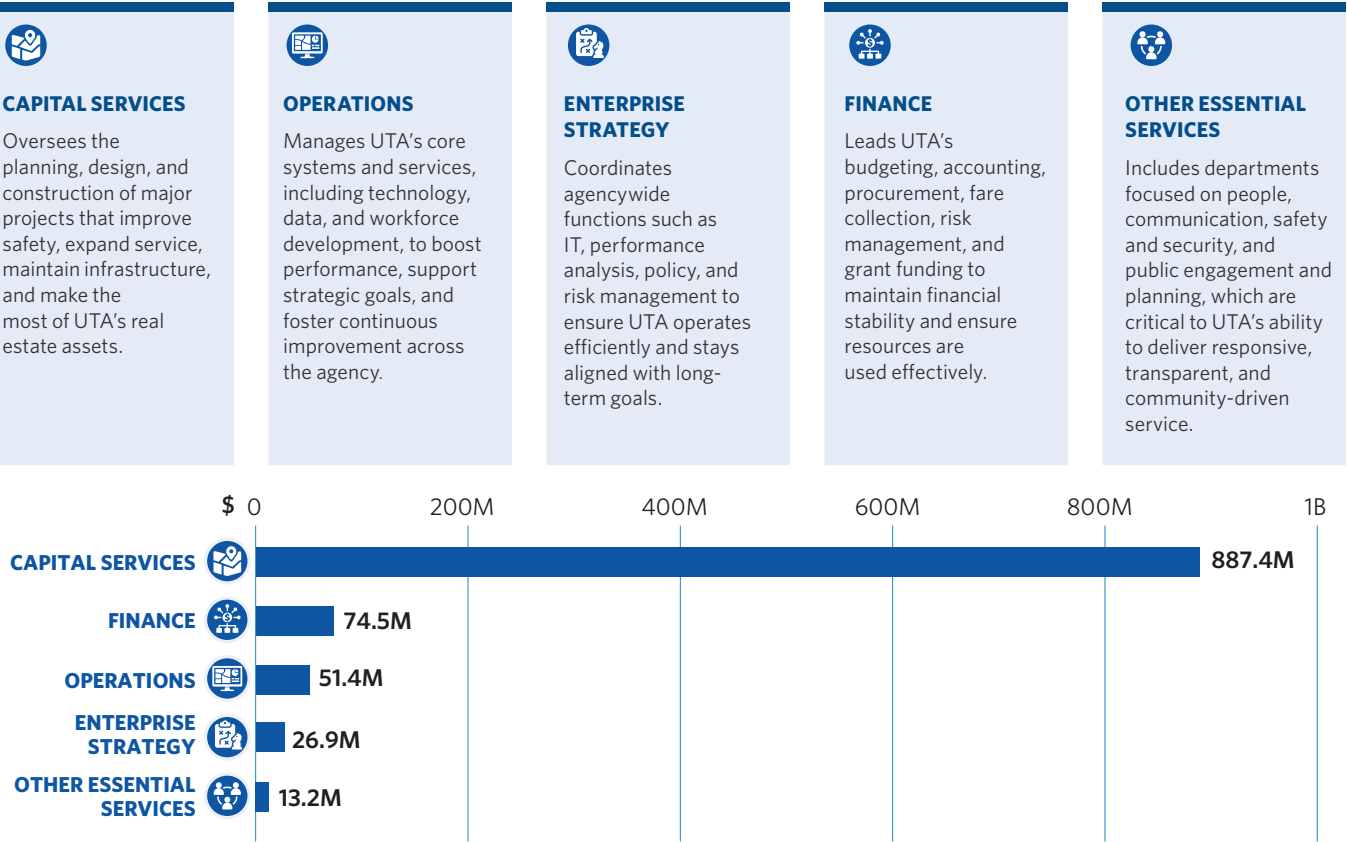
The 2026-2030 Plan represents **\$1.05B in capital investment over five years**, designed to maintain and expand Utah’s transit infrastructure through a mix of sources:



ANNUAL INVESTMENT HIGHLIGHTS:

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

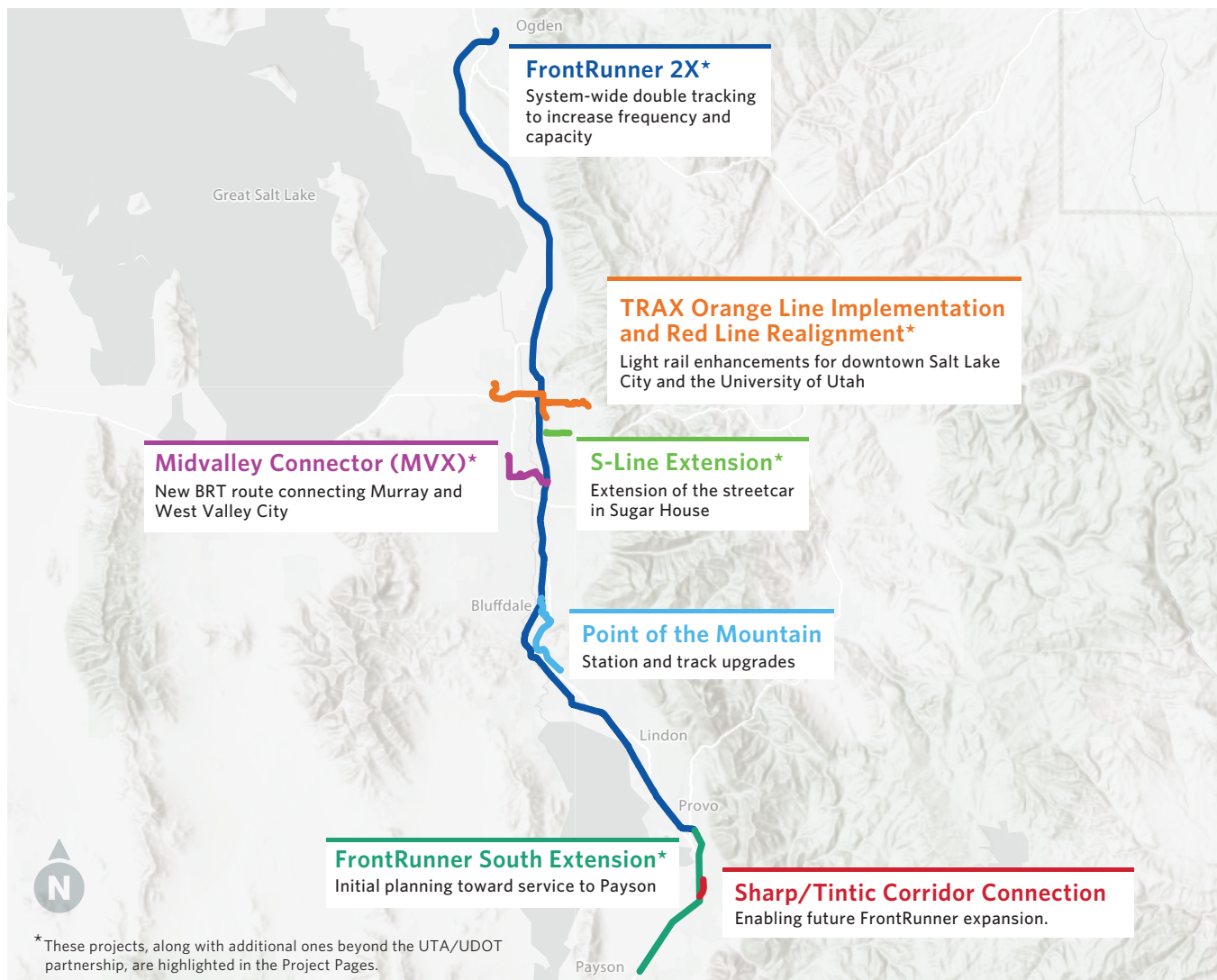
UTA’S CHIEF OFFICES & FUNDING ALLOCATION



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.

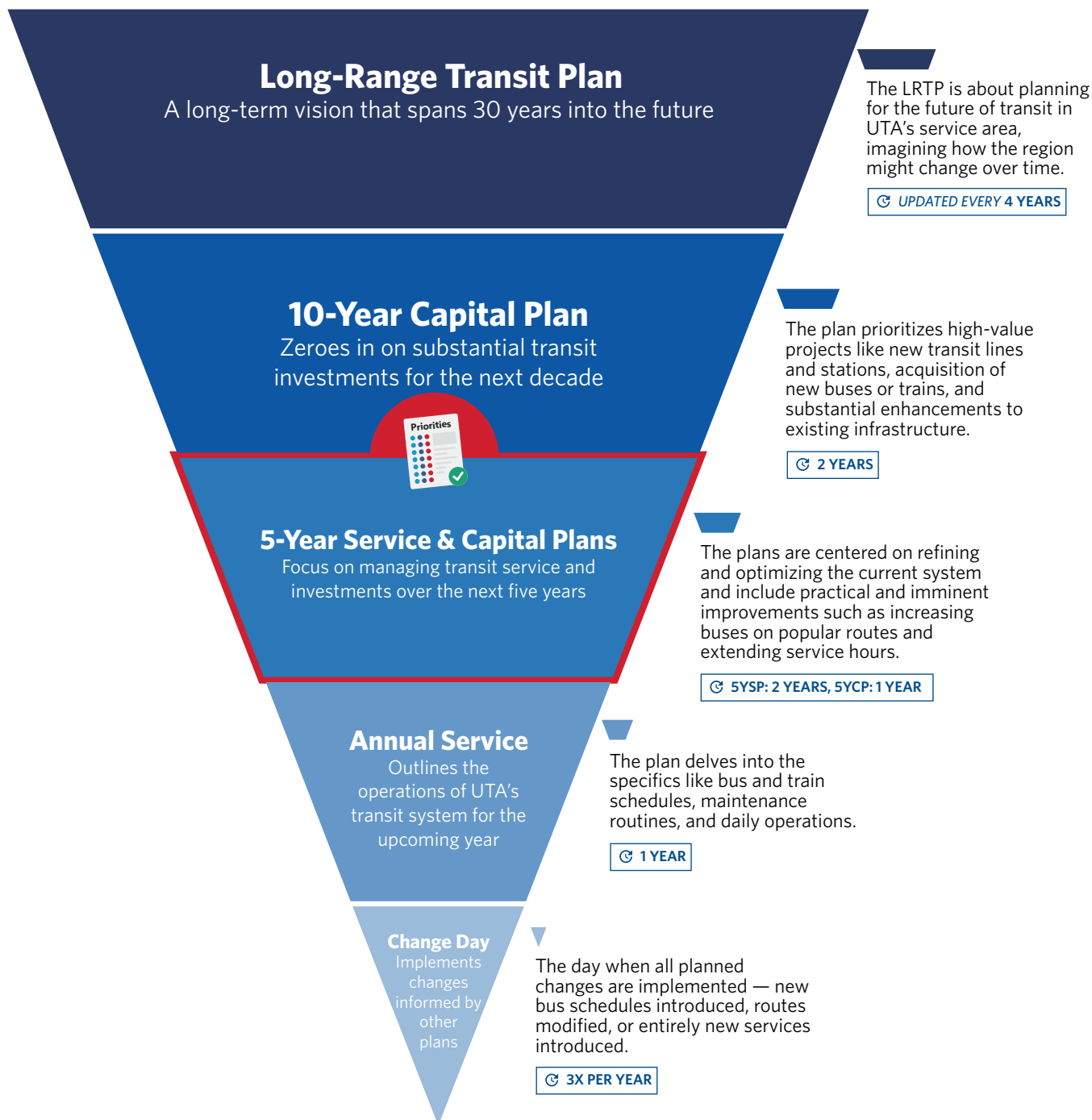


Examples of capital projects include:

- 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?



Chapter 2

Five-Year Capital Plan Development Process

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

PROJECT REQUESTS

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

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

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



PROJECT PRIORITIZATIONS

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

Prioritization Considerations	 Previous Five-Year Plan Alignment Projects are evaluated based on how well they continue or build upon priorities established in the prior 2025-2029 Five-Year Capital Plan, ensuring continuity and consistency in long-term planning.	 Legal and Safety Requirements Priority is given to projects that address regulatory compliance or critical safety needs, aligning with UTA's responsibility to provide a secure and legally sound transit system.	 Delivery Potential Projects are assessed for their feasibility, readiness, and ability to be implemented within the five-year window, maximizing the effective use of available resources.
UTA Strategic Goals & Objectives	 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.

GOALS

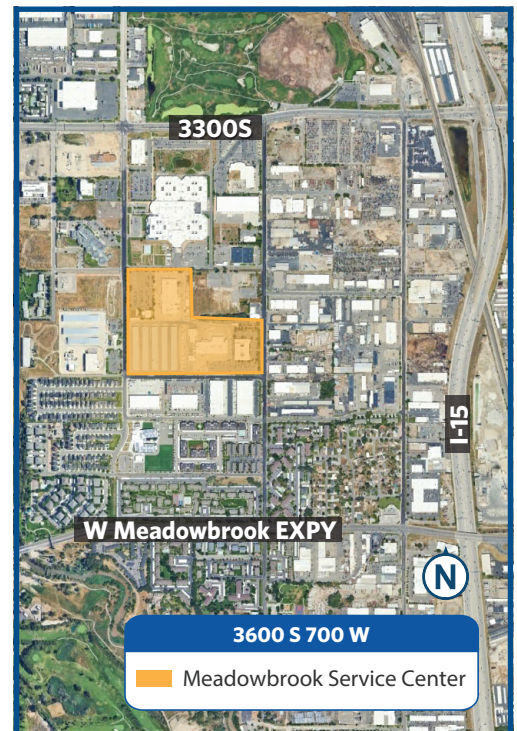
- **Reduce harmful emissions** from buses while improving energy efficiency
- **Improve overall air quality** in the Salt Lake Valley
- **Ensure continued access** to public transportation networks in western Salt Lake County



Plug-in charging infrastructure



Overhead chargers



SCHEDULE

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

Fall 2026

5-YEAR CAPITAL COST

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

Davis-Salt Lake City Community Connector

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

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

GOALS

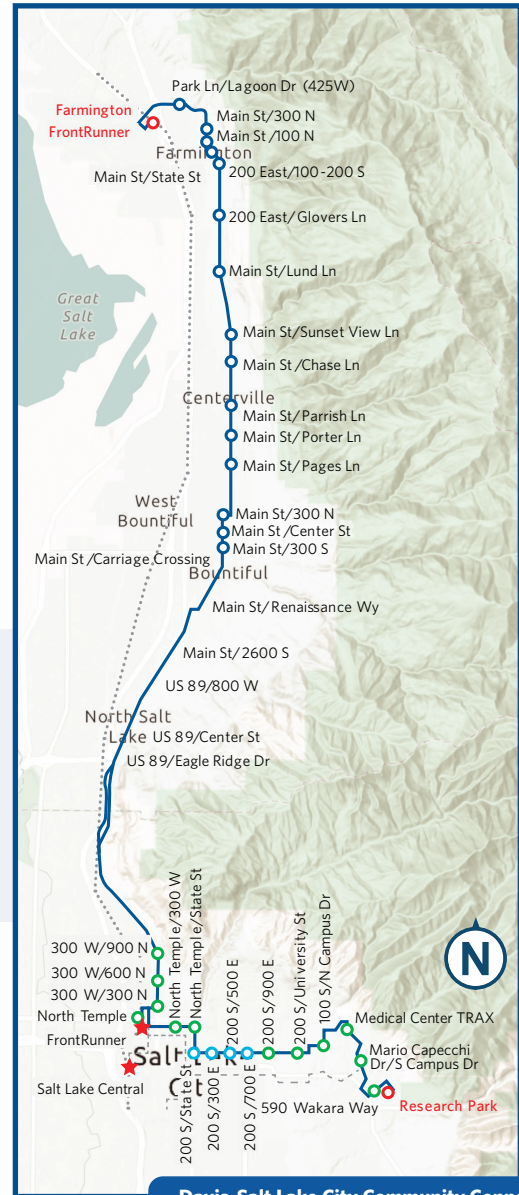
- **Provide mobility to under-served markets** and increase ridership to meet projected growth needs
- **Improve speed, reliability, and bus frequency**
- **Revitalize neighborhoods** along the corridor and improve air quality

SCHEDULE

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

5-YEAR CAPITAL COST

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





Bus Stop Program

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

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

GOALS

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

SCHEDULE

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

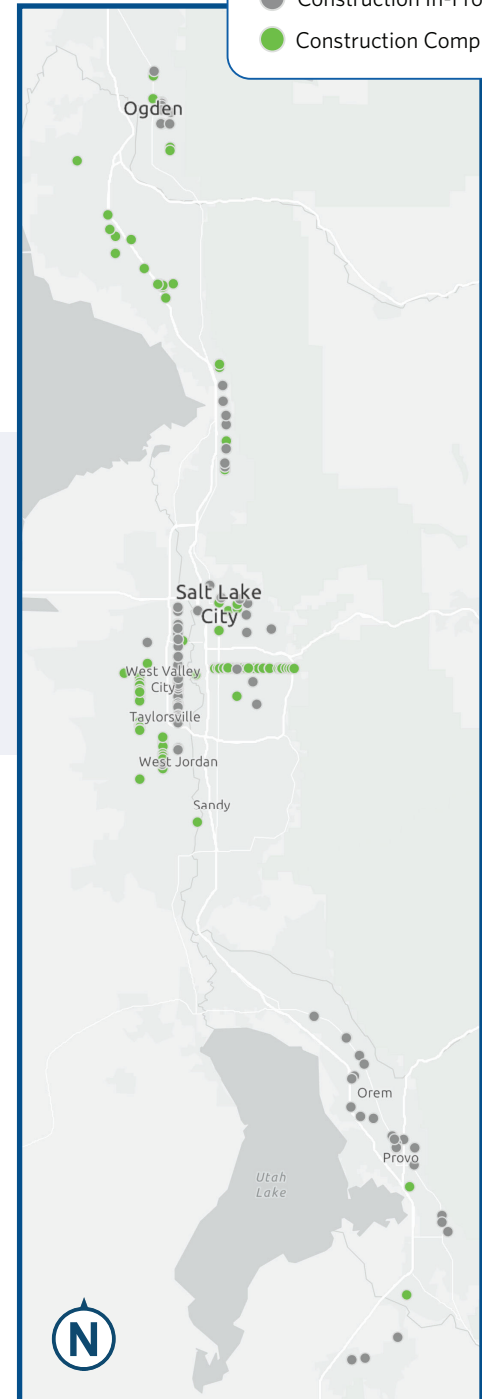
5-YEAR CAPITAL COST

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

*Totals may not add up precisely due to rounding.

UTA Bus Stop Program

- Construction In-Progress
- Construction Completed





FrontRunner 2X

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

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

GOALS

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

FrontRunner 2X (FR2X)

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



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

SCHEDULE

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

5-YEAR CAPITAL COST

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

*Total may not add up precisely due to rounding.



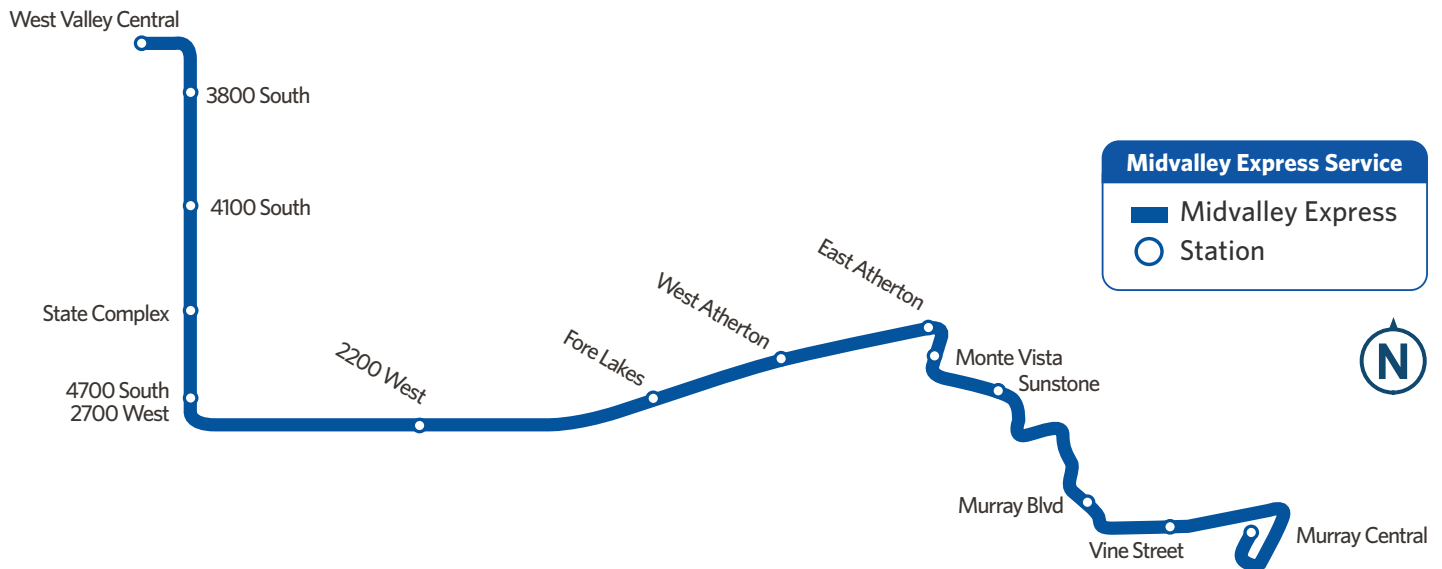
Midvalley Express

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

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

GOALS

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



SCHEDULE

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



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

5-YEAR CAPITAL COST

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

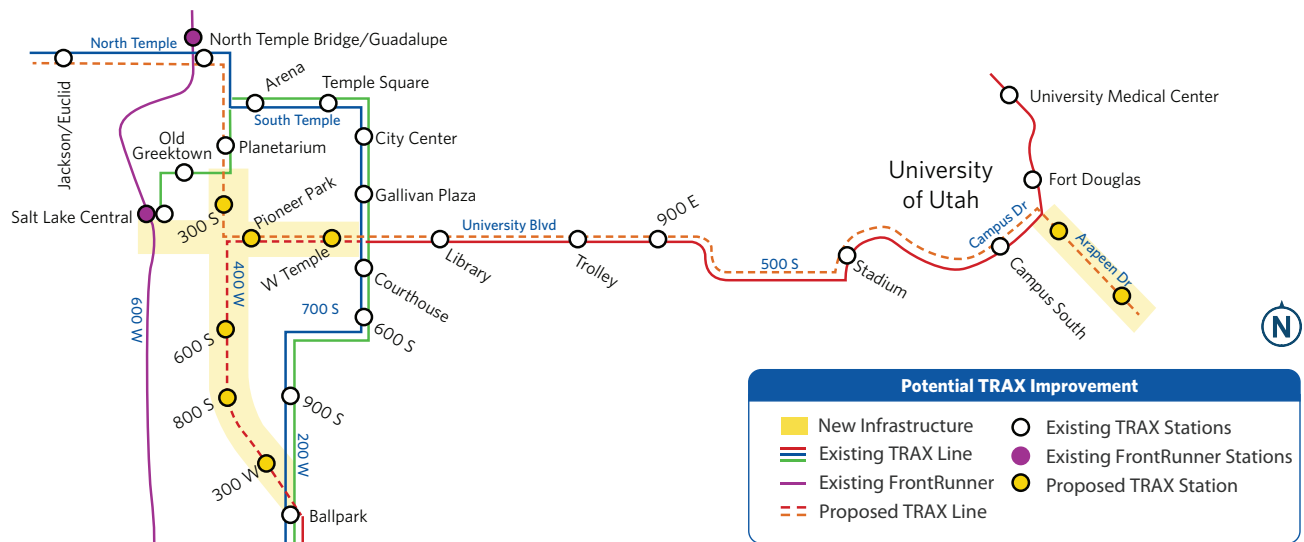
TRAX Orange Line Implementation and Red Line Realignment Study

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

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

GOALS

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



SCHEDULE

Study Completed

January 2025

Future Studies

TBD (Funding Dependent)

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP254 TechLink	\$100K	\$100K	\$100K	\$100K	\$100K	\$500K (Study Only)



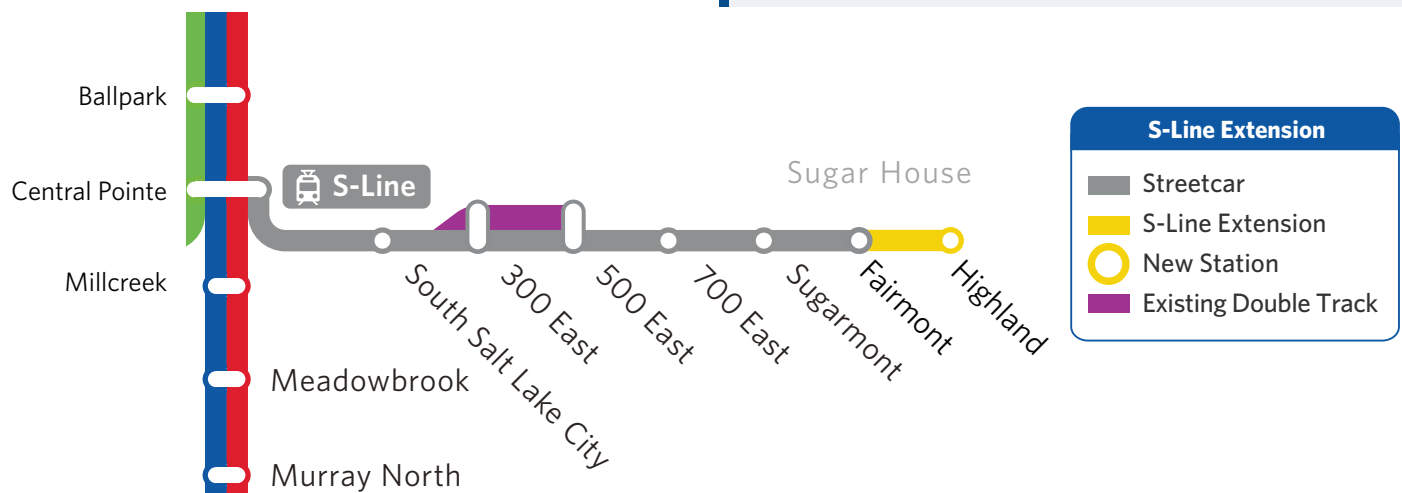
S-Line Extension and Double Tracking (Sugar House Business District)

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

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

GOALS

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



SCHEDULE

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

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	TOTAL
MSP259 S-Line Extension	\$30.1M	\$1.3M	\$31.4M



Project is in collaboration
with Salt Lake City and UDOT

rideuta.com/Current-Projects



5600 West Bus Route (West Salt Lake County)

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

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

GOALS

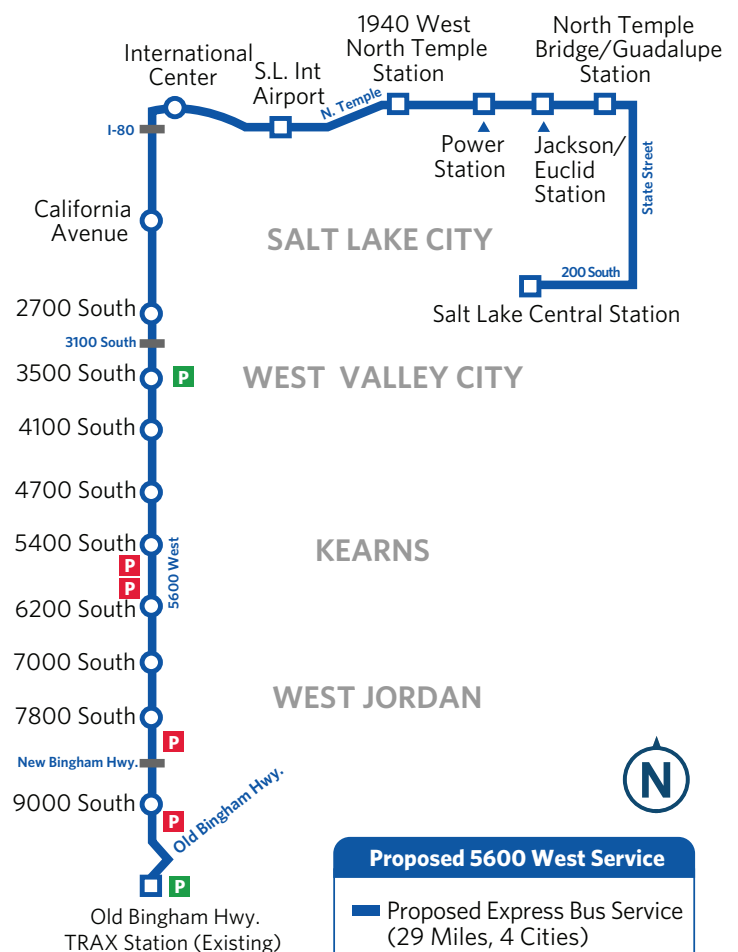
- **Increase UTA services** for the growing population of west Salt Lake County
- **Improve regional mobility** by reducing roadway congestion and supporting increased transit availability
- **Connect west Salt Lake County** with more access to major employment centers

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



Proposed 5600 West Service

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



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

FrontRunner South Extension

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

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

GOALS

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



SCHEDULE

Project Refinement	Spring 2024
Early Scoping	Summer-Winter 2024
Preliminary Design/Environmental	Spring 2025-2026
Final Design	TBD

5-YEAR CAPITAL COST

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



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

Maintenance and MOW Training Facilities

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

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

GOALS

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

SCHEDULE

Construction	2025-2026
Opening	Fall 2026

5-YEAR CAPITAL COST

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





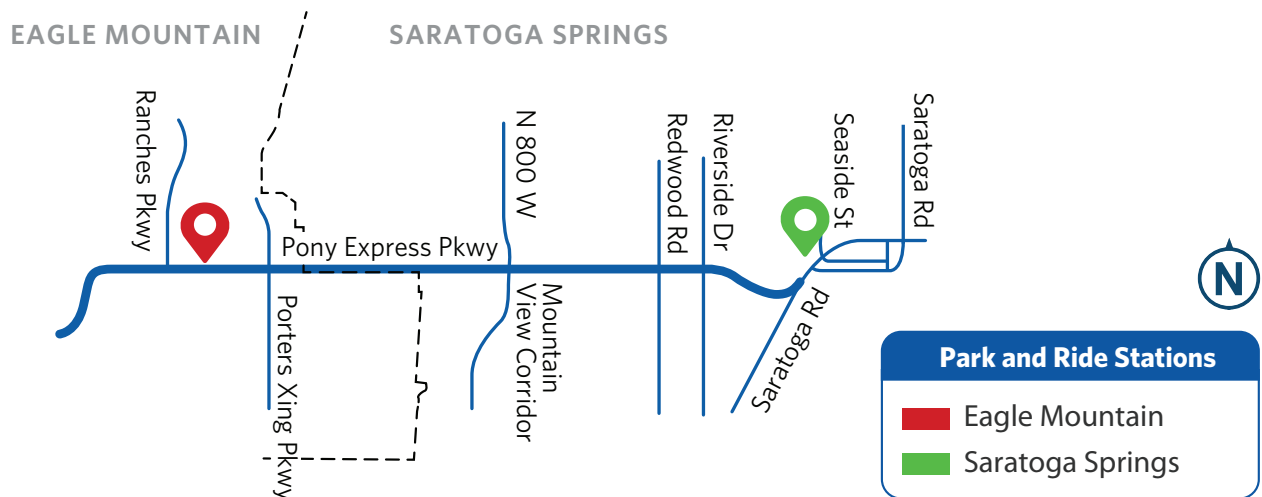
Utah County Park & Ride (Eagle Mountain and Saratoga Springs)

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

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

GOALS

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



SCHEDULE

Eagle Mountain Preliminary Design	Spring 2024-Spring 2025
Eagle Mountain Final Design	Spring 2025-Summer 2025
Eagle Mountain Construction	Fall 2025-Spring 2026
Saratoga Springs Final Design	Spring 2024-Early 2025
Saratoga Springs Construction	Spring 2025-Summer 2025

5-YEAR CAPITAL COST

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



TRAX Forward Program

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

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

GOALS

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



SCHEDULE

Varies by Project

As Required

For more information on TRAX projects, visit rideuta.com/Current-Projects/TRAX-Forward

5-YEAR CAPITAL COST*

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP320 TRAX Forward	\$100K	\$100K	\$100K	\$100K	\$100K	\$500K

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

Bus Procurement and Replacement Program

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

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

GOALS

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



Model 1 ABROC vehicle



New Gillig 40' Battery-Electric Bus

SCHEDULE

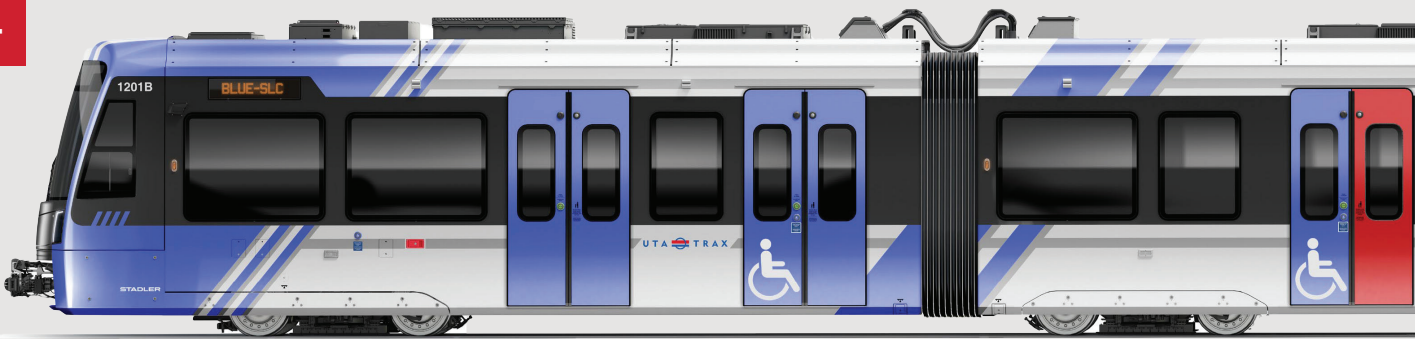
Paratransit Replacements
Bus Procurement and Replacement

2026
On-going Initiative

5-YEAR CAPITAL COST

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

*Totals may not add up precisely due to rounding.



Light Rail Vehicle Replacement

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

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

GOALS

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



SCHEDULE

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

5-YEAR CAPITAL COST

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

FRUN



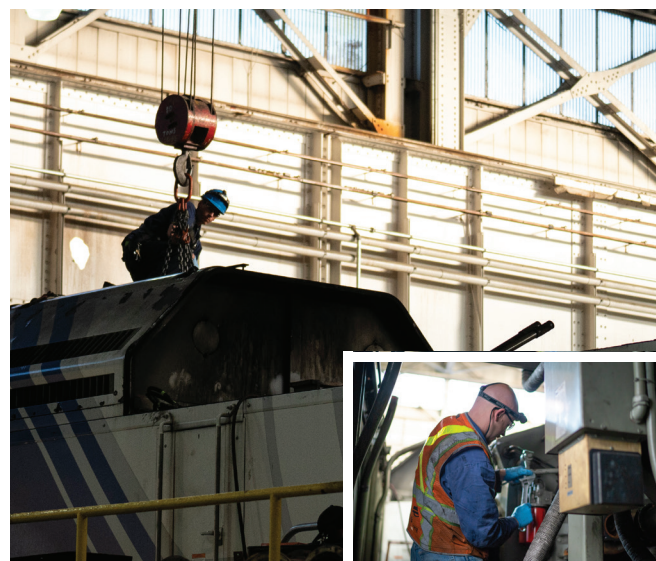
FrontRunner Vehicle Rehabilitation

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

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

GOALS

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



SCHEDULE

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



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

5-YEAR CAPITAL COST

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



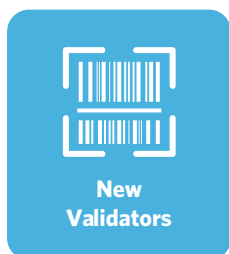
Fare System Replacement

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

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

GOALS

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



SCHEDULE

Replace all Ticket Vending Machines	August-November 2024 (Complete)
Replace the Validators on Buses and at Rail Stations	Fall 2024-July 2025
Replace the Multi-Platform Systems with one Integrated Fare Payment Platform	Fall 2024-December 2025
Complete all the System Integration Activities leading to Final System Acceptance	Early 2025-July 2025

5-YEAR CAPITAL COST

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

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Chapter 4

Five-Year Capital Plan Program Pages

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

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

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

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

SYCP PROGRAM PAGES BY CHIEF OFFICE



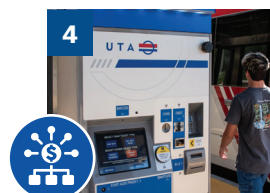
Capital Services



Enterprise Strategy



Executive Director (Safety)



Finance



Operations



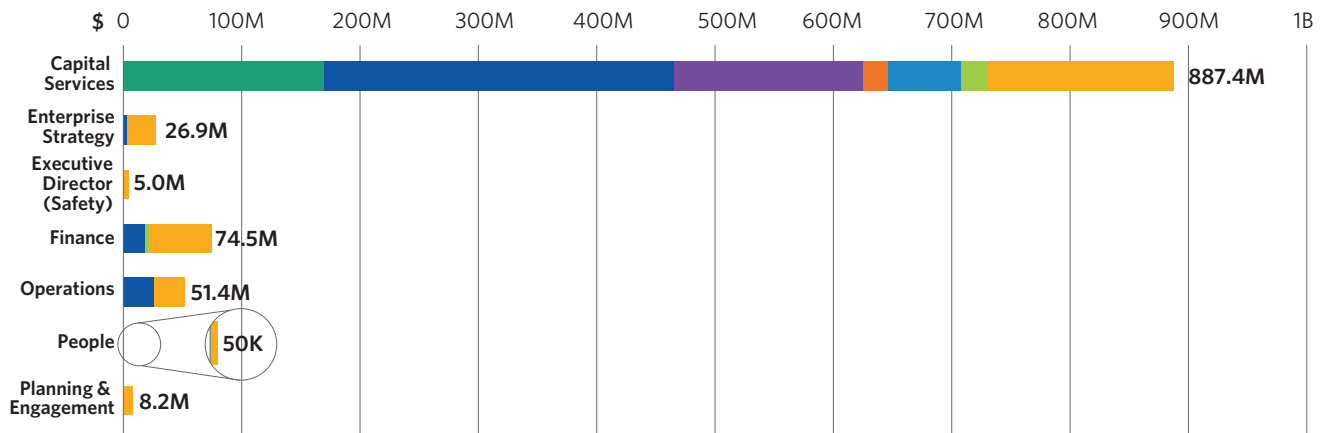
People



Planning & Engagement

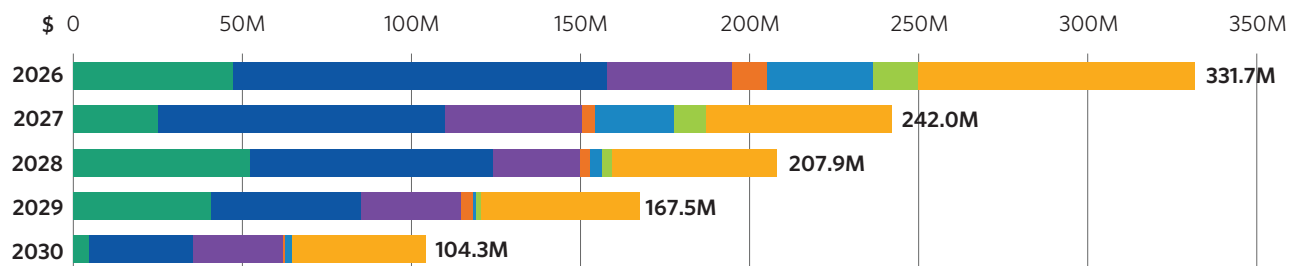
PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY PROGRAM CATEGORY

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



PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY YEAR

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



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

2026

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

2027

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

2028

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

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

2029

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

2030

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

Capital Services

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

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

\$887.4M



5-YEAR CAPITAL COST

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

Capital Services (cont.)

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

Capital Services (cont.)

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

Enterprise Strategy

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

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

\$26.9M



5-YEAR CAPITAL COST

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

Executive Director (Safety)

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

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

\$5.0M



5-YEAR CAPITAL COST

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

Finance

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

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

\$74.5M



5-YEAR CAPITAL COST

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

Operations

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

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

\$51.4M



5-YEAR CAPITAL COST

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

People

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

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

\$50K



5-YEAR CAPITAL COST

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

Planning & Engagement

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

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

\$8.2M



5-YEAR CAPITAL COST

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

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Chapter 5

Next Steps

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



UTA/UDOT COORDINATION

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

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



FrontRunner 2X

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



Point of the Mountain Improvements

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



S-Line Extension

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



Midvalley Connector (Midvalley Express, MVX)

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



FrontRunner South Extension

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



Sharp/Tintic Rail Corridor Connection

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



TRAX Orange Line Implementation and Red Line Realignment

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



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

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

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

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

For more information, visit:

https://wfr.org/wp-content/uploads/2025/01/SB-174-2025-Transit-and-Transportation-Governance-Amendments-Summary_UTA-Final-2.pdf

CONCLUSION

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

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



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

2026-2030 Five-Year Capital Plan - 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 3rd 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

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

2026-2030 Five Year Capital Plan (DRAFT)

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

2026-2030 Five Year Capital Plan (DRAFT)

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

2026-2030 Five Year Capital Plan (DRAFT)

Sum of Total Budget- Rounded	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	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	50,000	50,000	-	-	150,000
ICI179- Network Infrastructure Equipment & Software	1,200,000	800,000	500,000	500,000	500,000	3,500,000
ICI186 - In-House Application Development	150,000	150,000	150,000	150,000	150,000	750,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	475,000	150,000	260,000	495,000	550,000	1,930,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	300,000	1,600,000	880,000	1,100,000	4,380,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	-	-	-	4,000,000
ICI230- Operations System	5,356,000	180,000	-	-	-	5,536,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000	100,000	-	-	-	245,000
ICI233- Technology Systems- State of Good Repair	175,000	125,000	175,000	150,000	150,000	775,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	700,000	700,000	700,000	700,000	3,500,000
Executive Director (Safety)	1,485,000	843,000	907,000	1,007,000	770,000	5,012,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - Camera Sustainability	645,000	636,000	500,000	600,000	650,000	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	87,000	287,000	287,000	-	661,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	-	-	-	100,000
Finance	32,646,000	10,518,000	10,445,000	10,484,000	10,395,000	74,488,000
CDA006 - 5310 Administration Funds All Years	322,000	332,000	342,000	352,000	370,000	1,718,000
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	123,000	40,000	69,000	25,000	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	-	-	-	10,209,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	-	252,000
MSP222 - FFY 2018 20-1903 P/O 5310			-			-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000	-	-	-	-	100,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000	-	-	-	-	275,000
MSP278 - FFY 2022 UT02023 O/L 5310	175,000	-	-	-	-	175,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000	-	-	-	-	20,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	105,000	-	-	-	-	105,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	-	-	-	5,000
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	-	-	-	-	15,000

2026-2030 Five Year Capital Plan (DRAFT)

Sum of Total Budget- Rounded Office/Projects	Column Labels					
	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	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	300,000	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-
Grand Total	331,738,000	241,974,000	207,932,000	167,506,000	104,254,000	1,053,404,000

UTA 2026-2030 Five Year Plan - Capital Sources (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	887,443,000	169,704,000	296,297,000	158,799,000	21,664,000	61,080,000	23,527,000	156,372,000
FMA516 - Corridor Fencing	250,000	-	-	-	-	-	-	250,000
FMA679 - Building Remodels/Reconfigurations	3,770,000	-	-	-	-	-	-	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	2,336,000	-	-	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	1,540,000	-	-	-	-	470,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	240,000
FMA698- Midvale RSC Operations work space and amenity remodel	589,000	-	-	-	-	-	-	589,000
FMA699- Facility Strategic Plan: Electrical Systems Remediation	9,024,000	-	7,218,000	-	-	-	-	1,806,000
FMA700 - Elevator Replacements- Farmington Station	650,000	-	520,000	-	-	-	-	130,000
FMA701 - Escalators Replacement- North Temple Station	1,125,000	-	900,000	-	-	-	-	225,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - IPCS Tech Support	175,000	-	-	-	-	-	-	175,000
MSP140 - Box Elder County Corridor Preservation	2,500,000	-	-	-	-	-	2,500,000	-
MSP156- Prop 1 Davis County	100,000	-	-	-	-	-	-	100,000
MSP185 - Ogden/Weber State University BRT	3,500,000	-	3,255,000	-	-	-	-	245,000
MSP189 - Signal Pre-emption Projects w/UDOT	1,500,000	-	-	-	1,500,000	-	-	-
MSP193 - Weber County Corridor Preservation	4,800,000	-	1,200,000	-	-	-	3,600,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	32,987,000	-	6,500,000	-	-	18,000,000	7,498,000	989,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	200,000	-	-	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,640,000	-	-	-	-	-	-	1,640,000
MSP216 - Point of the Mountain Transit	2,933,000	-	-	-	-	2,933,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	1,052,000	-	-	-	-	-	-	1,052,000
MSP248 - Planning & Environmental Analysis	1,500,000	-	-	-	-	-	-	1,500,000
MSP252 - FrontRunner 2X	11,398,000	-	-	-	11,398,000	-	-	-
MSP253 - Mid-Valley Connector	35,396,000	-	21,292,000	-	3,615,000	10,489,000	-	-
MSP254 - Orange/Red Line Realignment	500,000	-	-	-	500,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	29,300,000	21,512,000	7,788,000	-	-	-	-	-
MSP259 - S-Line Extension	31,371,000	-	-	-	3,451,000	18,133,000	6,031,000	3,756,000
MSP260 - 5600 West Bus Route	21,700,000	-	11,975,000	-	-	9,725,000	-	-
MSP262 - SL Central HQ Office	760,000	-	-	-	-	-	-	760,000
MSP263 - TOD Working Capital	4,414,000	-	-	-	-	-	-	4,414,000
MSP264 - FrontRunner South Extension	3,200,000	-	-	-	-	1,800,000	1,400,000	-
MSP265 - Program Management Support	18,920,000	-	-	-	-	-	-	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	-	-	7,250,000

UTA 2026-2030 Five Year Plan - Capital Sources (DRAFT)

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

UTA 2026-2030 Five Year Plan - Capital Sources (DRAFT)

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

UTA 2026-2030 Five Year Plan - Capital Sources (DRAFT)

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

UTA 2026-2030 Five Year Plan - Capital Sources (DRAFT)

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

2026 Details (DRAFT)

Office/Projects	Sum of Grants -							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	271,488,000	47,285,000	88,086,000	36,714,000	10,622,000	31,050,000	9,652,000	48,079,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	-	-	-	-	-	-	1,190,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	2,336,000	-	-	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	1,540,000	-	-	-	-	470,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	240,000
FMA698- Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699- Facility Strategic Plan: Electrical Systems Remediation	1,395,000	-	1,116,000	-	-	-	-	279,000
FMA700 - Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station	125,000	-	100,000	-	-	-	-	25,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156- Prop 1 Davis County	100,000	-	-	-	-	-	-	100,000
MSP185 - Ogden/Weber State University BRT	3,500,000	-	3,255,000	-	-	-	-	245,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	-	464,000	-	-	3,929,000	536,000	71,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	200,000	-	-	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	-	-	-	-	-	-	1,500,000
MSP216 - Point of the Mountain Transit	231,000	-	-	-	-	231,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	511,000	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,856,000	-	-	-	2,856,000	-	-	-
MSP253 - Mid-Valley Connector	31,715,000	-	21,292,000	-	3,615,000	6,808,000	-	-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	11,062,000	3,274,000	7,788,000	-	-	-	-	-
MSP259 - S-Line Extension	30,086,000	-	-	-	3,451,000	16,848,000	6,031,000	3,756,000
MSP260 - 5600 West Bus Route	3,200,000	-	1,766,000	-	-	1,434,000	-	-
MSP262 - SL Central HQ Office	760,000	-	-	-	-	-	-	760,000
MSP263 - TOD Working Capital	1,662,000	-	-	-	-	-	-	1,662,000
MSP264 - FrontRunner South Extension	2,300,000	-	-	-	-	1,800,000	500,000	-
MSP265 - Program Management Support	4,000,000	-	-	-	-	-	-	4,000,000

2026 Details (DRAFT)

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

2026 Details (DRAFT)

Office/Projects	Sum of Grants -							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR407 - Bus Stop Enhancements	2,590,000	-	-	-	-	-	-	2,590,000
SGR408 - Route End of Line (EOL) Enhancements	1,115,000	-	892,000	-	-	-	-	223,000
SGR409 - System Restrooms	1,555,000	-	-	-	-	-	-	1,555,000
SGR410 - Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	-	140,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,900,000	-	1,520,000	-	-	-	-	380,000
SGR413 - TPSS Building Rehab	100,000	-	80,000	-	-	-	-	20,000
SGR414- Rail Grinding	-	-	-	-	-	-	-	-
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Developme	130,000	-	-	-	-	-	-	130,000
Enterprise Strategy	14,851,000	-	3,200,000	-	-	-	-	11,651,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	1,200,000	-	-	-	-	-	-	1,200,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	475,000	-	-	-	-	-	-	475,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	3,200,000	-	-	-	-	800,000
ICI230- Operations System	5,356,000	-	-	-	-	-	-	5,356,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000	-	-	-	-	-	-	145,000
ICI233- Technology Systems- State of Good Repair	175,000	-	-	-	-	-	-	175,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	1,485,000	-	-	-	-	-	-	1,485,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	645,000	-	-	-	-	-	-	645,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	-	-	-	-	-	100,000
Finance	32,646,000	-	16,589,000	-	-	-	3,826,000	12,231,000
CDA006 - 5310 Administration Funds All Years	322,000	-	322,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	-	-	-	-	-	-	65,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	8,167,000	-	-	-	-	2,042,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000	-	69,000	-	-	-	25,000	6,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000	-	200,000	-	-	-	72,000	3,000
MSP278 - FFY 2022 UT02023 O/L 5310	175,000	-	128,000	-	-	-	44,000	3,000

2026 Details (DRAFT)

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

2026 Details (DRAFT)

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

2027 Details (DRAFT)

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

2027 Details (DRAFT)

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

2027 Details (DRAFT)

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

2027 Details (DRAFT)

Office/Projects	Sum of Grants -							
	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	15,328,000	-	6,619,000	-	-	-	-	8,709,000
FMA543 - Police Fleet Vehicles	1,172,000	-	937,000	-	-	-	-	235,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	890,000	-	-	-	-	-	-	890,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	495,000	-	-	-	-	-	-	495,000
FMA684 - Police Equipment	275,000	-	220,000	-	-	-	-	55,000
FMA685 - Wheel Truing Machine JRSC	1,977,000	-	1,582,000	-	-	-	-	395,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	2,100,000	-	-	-	-	-	-	2,100,000
FMA704 - Floor Restoration Mt.Ogden	939,000	-	-	-	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	600,000	-	-	-	-	-	-	600,000
SGR416 - LRV Collision Avoidance System	2,850,000	-	2,280,000	-	-	-	-	570,000
SGR417 - LRV 1168 Accident Repairs	1,550,000	-	-	-	-	-	-	1,550,000
People	-	-	-	-	-	-	-	-
FMA705 - HEP Load Bank for HEP Trainer	-	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,509,000	-	-	-	-	-	-	1,509,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	64,000	-	-	-	-	-	-	64,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	241,974,000	24,915,000	85,090,000	40,556,000	3,856,000	23,380,000	9,300,000	54,877,000

2028 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - 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	-	-	-	-	-	-	-	-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	2,738,000	2,738,000	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	1,500,000	-	827,000	-	-	673,000	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-

2028 Details (DRAFT)

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

2028 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
SGR413 - TPSS Building Rehab	-	-	-	-	-	-	-	-
SGR414- Rail Grinding	2,600,000	-	-	-	-	-	-	2,600,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	-	-	-	-	-	-	-	-
Enterprise Strategy	3,435,000	-	-	-	-	-	-	3,435,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	260,000	-	-	-	-	-	-	260,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	1,600,000	-	-	-	-	-	-	1,600,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230- Operations System	-	-	-	-	-	-	-	-
ICI232 - SSBUS Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-	-
ICI233- Technology Systems- State of Good Repair	175,000	-	-	-	-	-	-	175,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	907,000	-	-	-	-	-	-	907,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	500,000	-	-	-	-	-	-	500,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	287,000	-	-	-	-	-	-	287,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	10,445,000	-	405,000	-	-	-	-	10,040,000
CDA006 - 5310 Administration Funds All Years	342,000	-	342,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	40,000	-	-	-	-	-	-	40,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-

2028 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	11,200,000	-	7,240,000	-	-	-	-	3,960,000
FMA543 - Police Fleet Vehicles	725,000	-	580,000	-	-	-	-	145,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	1,025,000	-	-	-	-	-	-	1,025,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA684 - Police Equipment	475,000	-	380,000	-	-	-	-	95,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	-	-	-	-	-	-	-	-
FMA704 - Floor Restoration Mt.Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-	-
SGR416 - LRV Collision Avoidance System	5,850,000	-	4,680,000	-	-	-	-	1,170,000
SGR417 - LRV 1168 Accident Repairs	145,000	-	-	-	-	-	-	145,000
People	-	-	-	-	-	-	-	-
FMA705 - HEP Load Bank for HEP Trainer	-	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,520,000	-	-	-	-	-	-	1,520,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	75,000	-	-	-	-	-	-	75,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	207,932,000	52,117,000	72,102,000	25,528,000	3,093,000	3,525,000	3,033,000	48,534,000

2029 Details (DRAFT)

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

2029 Details (DRAFT)

Office/Projects	Sum of 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	-	-	-	-	-	-	-	-
REV211 - Replacement Buses	25,640,000	-	-	25,540,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Van Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	40,697,000	40,697,000	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	-	-	-	-	-	-	1,000,000
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	3,406,000	-	-	-	-	-	-	3,406,000
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	-	-	-	-	-	-	-	-
SGR040 - Light Rail Vehicle Rehab	3,661,000	-	2,929,000	-	-	-	-	732,000
SGR047 - LRT Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	520,000	-	-	-	-	-	-	520,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	5,100,000	-	4,080,000	-	-	-	-	1,020,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	15,000,000	-	12,000,000	-	-	-	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	5,000,000	-	4,000,000	-	-	-	-	1,000,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	6,900,000	-	5,520,000	-	-	-	-	1,380,000
SGR407 - Bus Stop Enhancements	1,565,000	-	-	-	-	-	-	1,565,000
SGR408 - Route End of Line (EOL) Enhancements	585,000	-	468,000	-	-	-	-	117,000
SGR409 - System Restrooms	1,885,000	-	-	-	-	-	-	1,885,000
SGR410 - Fiber Rehab/Replacement	690,000	-	552,000	-	-	-	-	138,000

2029 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - 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 Developm	-	-	-	-	-	-	-	-
Enterprise Strategy	2,875,000	-	-	-	-	-	-	2,875,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	-	-	-	-	-	-	-	-
ICI179- Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	495,000	-	-	-	-	-	-	495,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	880,000	-	-	-	-	-	-	880,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230- Operations System	-	-	-	-	-	-	-	-
ICI232 - SSBUS Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-	-
ICI233- Technology Systems- State of Good Repair	150,000	-	-	-	-	-	-	150,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	1,007,000	-	-	-	-	-	-	1,007,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	600,000	-	-	-	-	-	-	600,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	287,000	-	-	-	-	-	-	287,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	10,484,000	-	415,000	-	-	-	-	10,069,000
CDA006 - 5310 Administration Funds All Years	352,000	-	352,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	69,000	-	-	-	-	-	-	69,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-

2029 Details (DRAFT)

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

2030 Details (DRAFT)

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

2030 Details (DRAFT)

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

2030 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award				Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
			Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
SGR409 - System Restrooms	1,885,000	-	-	-	-	-	-	1,885,000
SGR410 - Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	-	140,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
SGR413 - TPSS Building Rehab	-	-	-	-	-	-	-	-
SGR414- Rail Grinding	-	-	-	-	-	-	-	-
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	-	-	-	-	-	-	-	-
Enterprise Strategy	3,150,000	-	-	-	-	-	-	3,150,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	-	-	-	-	-	-	-	-
ICI179- Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	550,000	-	-	-	-	-	-	550,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	1,100,000	-	-	-	-	-	-	1,100,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230- Operations System	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-	-
ICI233- Technology Systems- State of Good Repair	150,000	-	-	-	-	-	-	150,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	770,000	-	-	-	-	-	-	770,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	650,000	-	-	-	-	-	-	650,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	10,395,000	-	370,000	-	-	-	-	10,025,000
CDA006 - 5310 Administration Funds All Years	370,000	-	370,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	25,000	-	-	-	-	-	-	25,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-

2030 Details (DRAFT)

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



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

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

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

BOARD STRATEGIC PRIORITIES & SUCCESS OUTCOMES



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. 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

Rail Expansion

- S-Line extension

Maintaining a
State of Good Repair

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

Building Remodel & Expansion

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



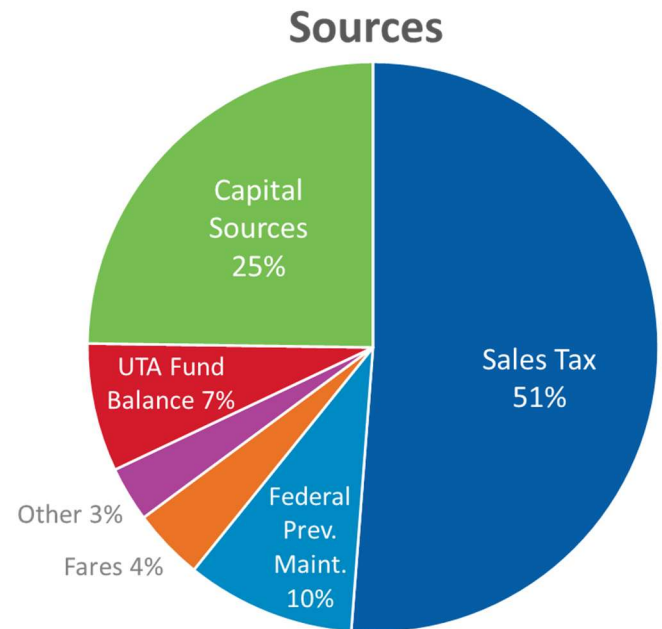
2026 Revenue Summary

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.

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



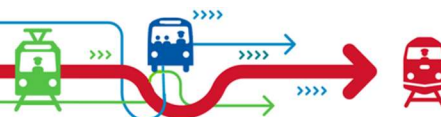
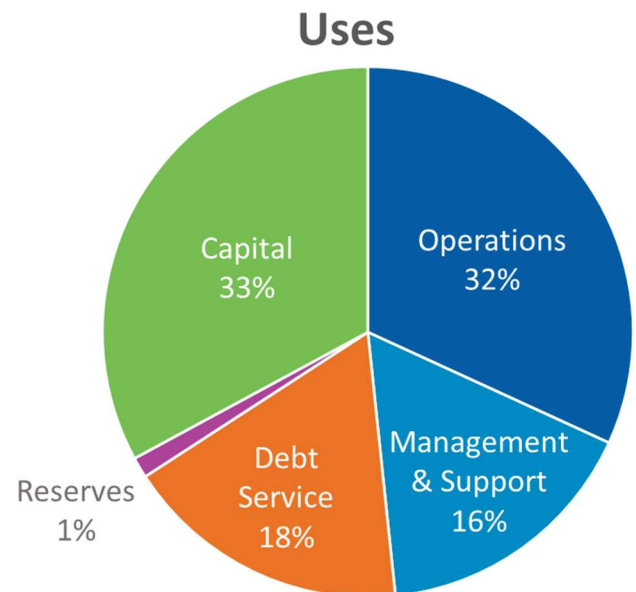
2026 Expense Summary

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.

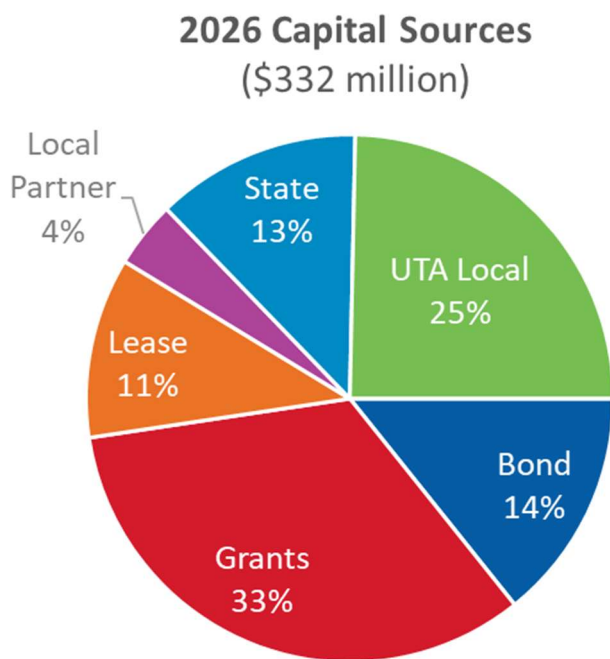
Debt Service expenses of \$177 million (18% of total) are budgeted to repay bond debt from building out rail systems and financing bus, paratransit, and other vehicles.

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 [2026 Tentative Budget](#) and comment by November 7, 2025.

Submit your feedback in any of the following ways:

- Website comment form: rideuta.com/budget
- Email: hearingofficer@rideuta.com
- 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

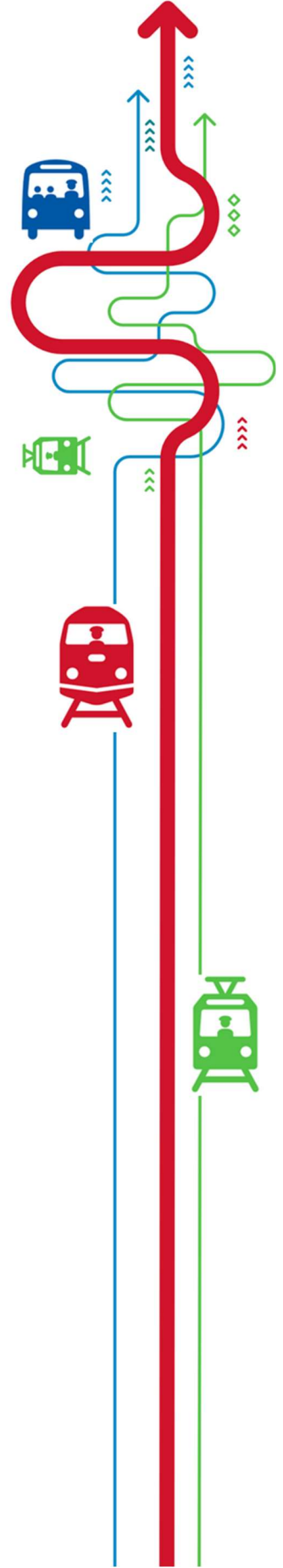
Complete information on the 2026 Tentative Budget can be found at rideuta.com/budget.



Utah Transit Authority

2026 Tentative Budget

September 24, 2025



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Budget Summaries

UTAH TRANSIT AUTHORITY 2026 TENTATIVE OPERATING BUDGET September 24, 2025

Exhibit A

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

Note: Rounding may cause minor Total discrepancies



UTAH TRANSIT AUTHORITY
2026 TENTATIVE CAPITAL BUDGET
September 24, 2025

Exhibit A-1

<u>Funding Sources</u>		<u>2026 Budget</u>
1	UTA Current Year Funding	\$ 81,846,000
2	Grants	110,743,000
3	Local Partner Contributions	13,478,000
4	State Contribution	41,672,000
5	Leasing	36,714,000
6	Bonds	47,285,000
7	Total Funding Sources	331,738,000

<u>Expense</u>		
8	State of Good Repair	196,425,000
9	Mid-Valley Connector	31,715,000
10	S-Line Extension	30,086,000
11	Operations System	5,356,000
12	(Grant Dependent) Davis-SLC Community Connector	5,000,000
13	HB322 Future Rail Car Purchase Payment	5,000,000
14	Other Capital Projects	58,156,000
15	Total Expense	\$ 331,738,000



UTAH TRANSIT AUTHORITY
2026 TENTATIVE OPERATING BUDGET
September 24, 2025

Exhibit A-2

<u>Revenue</u>		<u>2026 Budget</u>	
1	Sales Tax	\$ 516,541,000	
2	Federal Preventative Maintenance	96,548,000	
3	Passenger Revenue	40,887,000	
4	Advertising	2,172,000	
5	Investment Income	14,384,000	
6	Other Revenues	14,867,000	
7	Total Revenue	\$685,399,000	

<u>Operating Expense</u>		<u>FTE</u>
9 Board of Trustees	\$ 3,794,000	16.5
10 Executive Director	7,790,000	35.7
11 Communications	5,230,000	19.0
12 Operations	355,208,000	2,453.2
13 Finance	19,636,000	118.0
14 Service Development	8,383,000	64.5
15 Planning & Engagement	29,691,000	106.1
16 Enterprise Strategy	34,800,000	133.0
17 People Office	13,994,000	105.8
18 Non-Departmental	8,997,000	-
19 Total Operating	487,523,000	3,051.7
20 Debt Service	176,550,000	
21 Contribution to Reserves	12,738,000	
22 Transfer to/(from) UTA Fund Balance	8,588,000	
23 Total Operating Budget	\$ 685,399,000	3,051.7



UTAH TRANSIT AUTHORITY
2026 TENTATIVE OPERATING BUDGET
September 24, 2025

Exhibit A-3

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



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.

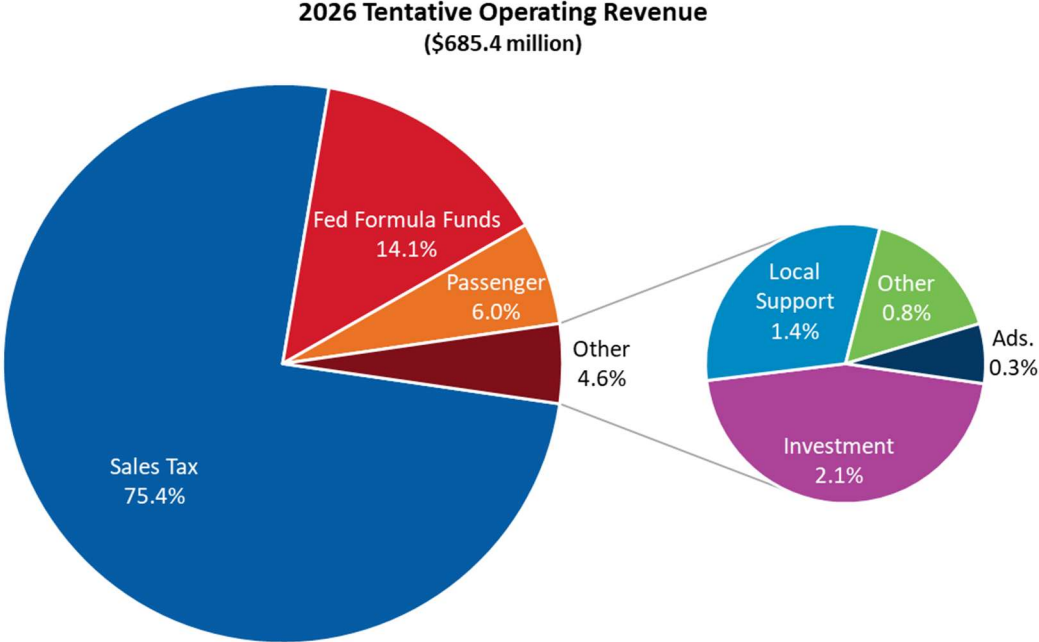
Our budget is strategic, but it also responds to changing needs and emerging demands. On a local level, Utah’s growth creates opportunities and challenges for mobility and connectivity. Traffic congestion, commute time, housing accessibility, and air quality are a few of the issues transit seeks to address. 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.

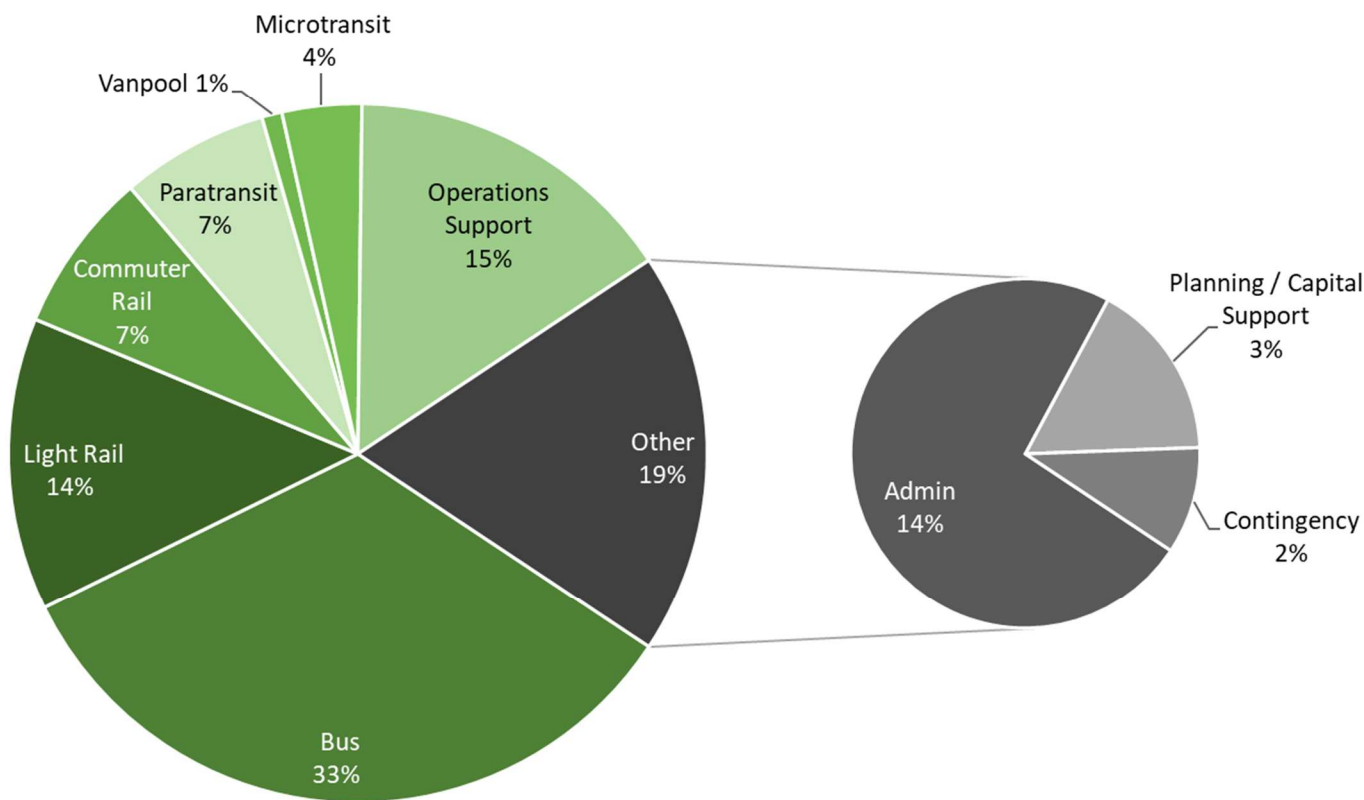


2026 Operating Expense Summary

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.

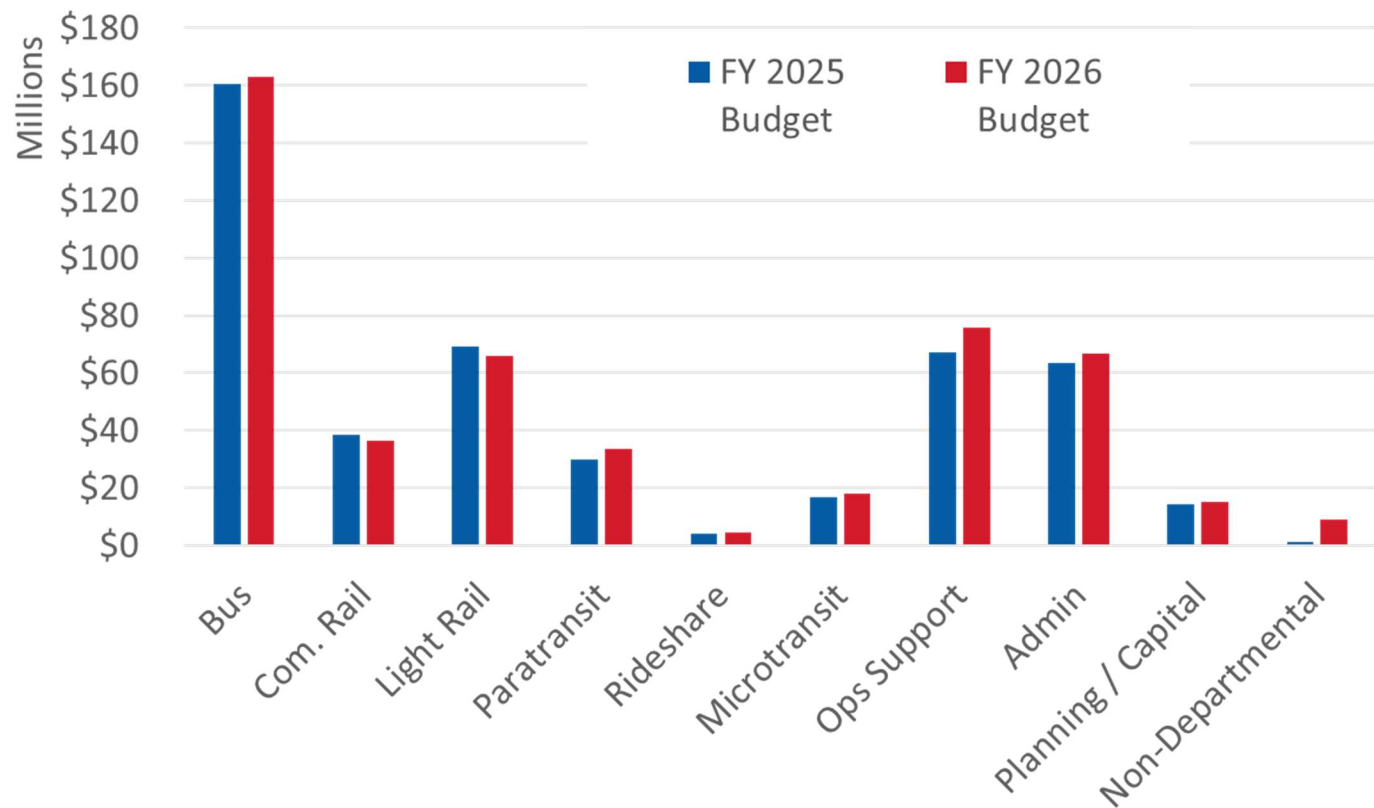
2026 Tentative Operating Budget
(\$487.5 million)



2026 Tentative Operating Expense Budget

Summary by Mode

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



Summary by Office

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

Summary by Expense Category

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



FTE Summary by Office

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

FTE Summary by Mode

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



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: \$ 3.45
 - Gasoline: \$ 3.15
 - CNG 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	Expenses	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	497,250	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	440,000	-
Added matching funds for UDOT funded research.	40,000	-
Additional funding to complete majority of the 2027-2054 Long Range Transit Plan	400,000	-
Grand Total	\$1,122,850	4.5



2026 Operating Budget Request Detail

(\$ Thousands)

2025 Budget	2025 One-Time Expenses	2025 Additions		2025 Adjustments		2026 Budget			
		Staffing	Service	Wage and Fringe	Other	2026 Base	2026 Svc Requests	2026 Agency Requests	2026 Budget Request
\$ 464,509	\$ (1,553)	\$ 1,531	\$ 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

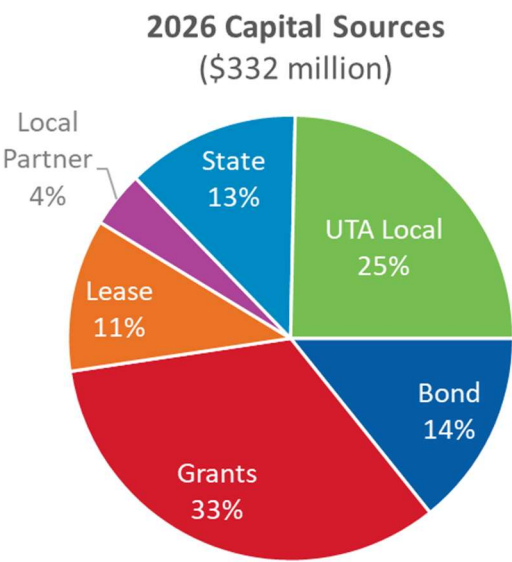


2026 Tentative Capital Budget and Five-Year Capital Plan

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

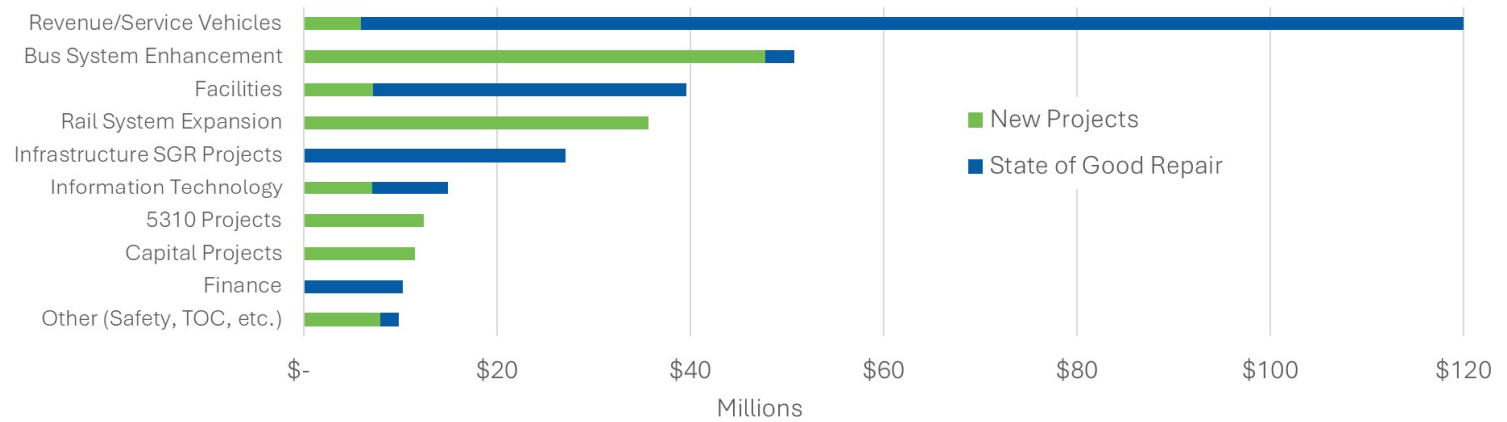


Reporting Group	2026 Total Budget
Capital Services	\$271,488,000
Enterprise Strategy	14,851,000
Executive Director (Safety)	1,485,000
Finance	32,646,000
Operations	8,974,000
People	50,000
Planning & Engagement	2,244,000
Grand Total	\$331,738,000

2026 Summary by Project Category

Category	2026 Total Budget	2026 Grants	2026 State & Local	2026 UTA & Lease	2026 Bonds
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 Capital Budget by Category & SGR Designation



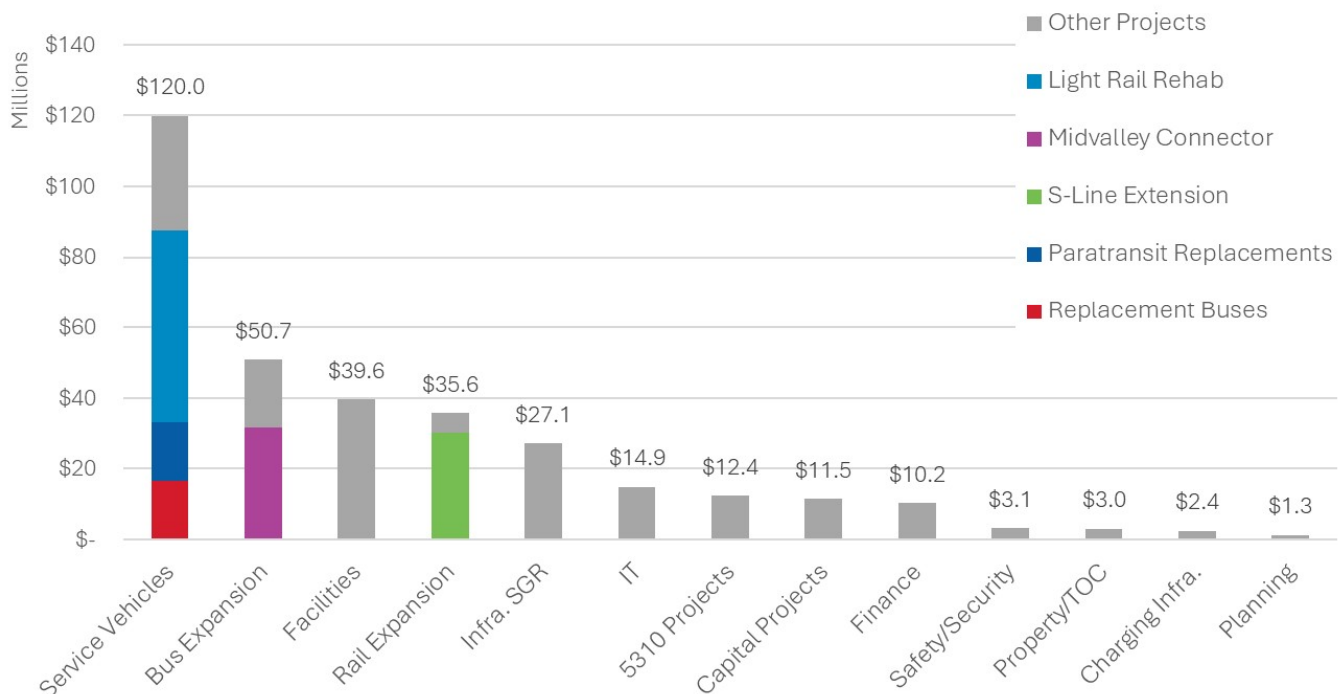
2026 Major Project Summary

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

Highlighted Projects	2026 Total Budget	2026 Grants	2026 State & Local	2026 UTA & 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

*No Bonding for major non-SGR projects in 2026.

2026 Capital Expenses (\$331.7 million)



2026 State of Good Repair Summary

Highlighted Projects (\$ Thousands)	2026 Total Budget	2026 Grants	2026 State & Local	2026 UTA & Lease	2026 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	-
<i>Other SGR projects</i>	1,200	120	-	1,080	-
Grand Total	\$ 196,425	\$ 70,693	\$ 300	\$ 78,147	\$ 47,285

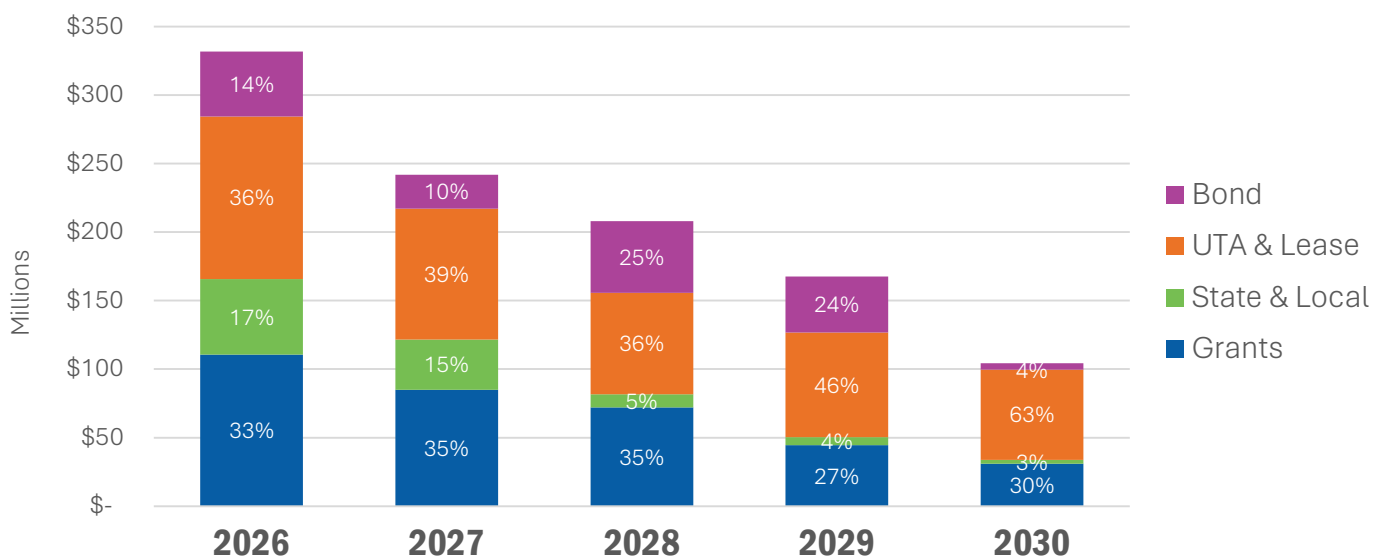


5-Year Capital Plan: 2026-2030

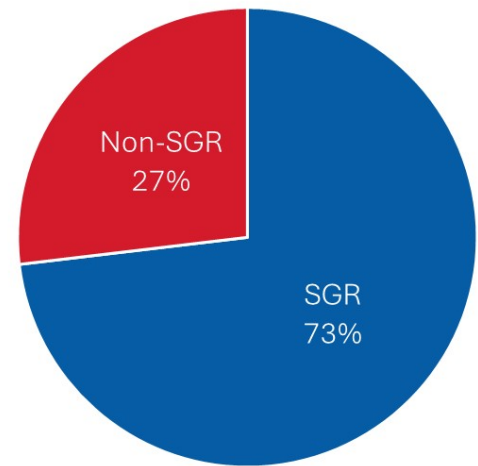
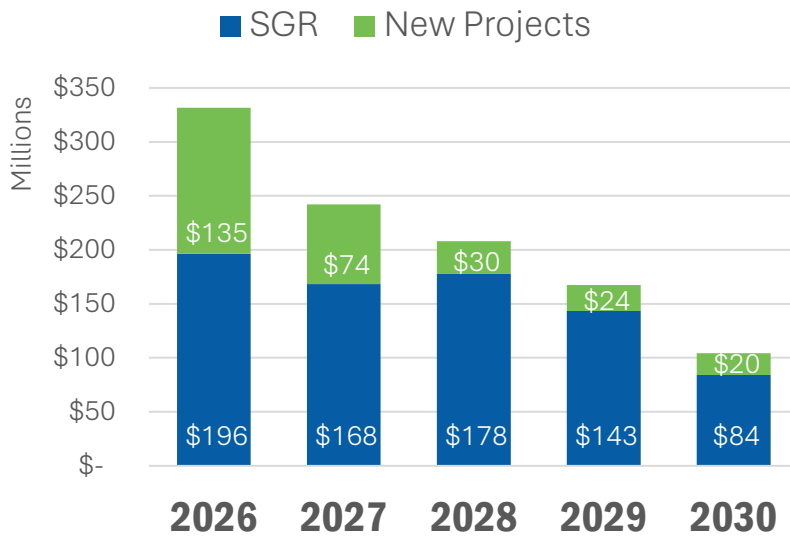
Sources	2026	2027	2028	2029	2030	Total	%
UTA Local	\$81,846	\$54,877	\$48,534	\$46,825	\$39,420	\$271,502	26%
Grants	110,743	85,090	72,102	44,456	30,911	343,302	33%
Lease	36,714	40,556	25,528	29,640	26,361	158,799	15%
Bond	47,285	24,915	52,117	40,697	4,690	169,704	16%
State	41,672	27,236	6,618	4,367	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 pass-through 5310 grant funds



Annual Budget Schedule

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





Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 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 Programs

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational item for discussion

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.

ALTERNATIVES:

Not Applicable

FISCAL IMPACT:

Fare contracts accounted for 51.5% of passenger revenue in 2024, generating approximately \$16 million.

ATTACHMENTS:

None



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 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 with the Board of Trustees

AGENDA ITEM TYPE:

Discussion

RECOMMENDATION:

Informational discussion with UTA Board of Trustees

DISCUSSION:

The Local Advisory Council and Board of Trustees will engage in discussion on topics concerning the Utah Transit Authority. No action will be taken.

ATTACHMENTS:

None



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

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.

ATTACHMENTS:

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

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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 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

56A03B67C491482

Legal Counsel

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.



U T A

Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

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
-



Utah Transit Authority

MEETING MEMO

669 West 200 South
Salt Lake City, UT 84101

Local Advisory Council

Date: 11/5/2025

TO: Local Advisory Council
FROM: Utah Transit Authority Audit Committee
PRESENTER(S): Bob Stevenson, Chair Local Advisory Council

TITLE:

Audit Committee Report

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational report for discussion

BACKGROUND:

The UTA Audit Committee met on September 22, 2025, to hear reports from UTA's Internal Audit Department on recent audits performed, as well as other audit and risk related information. Audit Committee Members Carlton Christensen, Jeff Acerson, Beth Holbrook, and Bob Stevenson participated in the meeting.

DISCUSSION:

Chair Stevenson will give a report on the activities of the UTA Audit Committee.

ATTACHMENTS:

None