

TBA2026-03-02 - Capital - Rationale

<u>Project ID and Name</u>	<u>2026 Adopted Budget</u>	<u>March 11th TBA</u>	<u>2026 Adjusted Budget</u>	<u>Rationale</u>
FMA652 - Facilities Equipment Replacement	\$ 2,000,000	\$ 92,000	\$ 2,092,000	Project was not able to spend all the 2025 obligations due to materials not coming in on time. Project is moving to grant funds in 2026. These additional funds are needed to maintain the necessary amount of UTA funds to cover the 2025 obligations that were not procured federally and would not be able to be absorbed in 2026 due to the funding source change.
FMA685 - Wheel Truing Machine- Jordan River Service Center	233,000	370,000	603,000	Project completed all but one milestone they had anticipated completing in 2025. This milestone was supposed to have been completed in December of 2025 but has slipped to Q1 2026. This will not impact the planned delivery of the 2026 work. Funding needed to complete the 2025 milestone.
ICI214- Rail Passenger Car Automatic Passenger Counter Replacement	1,750,000	(450,000)	1,300,000	Project is overfunded for 2026. Moving funds to right-size budget for the year.
ICI235 - ERP System Replacement Phase 2: Procurement	-	750,000	750,000	Project has been able to identify grant funds (\$600K) that will allow UTA to procure a contractor to start the procurement steps for an eventual ERP system replacement. This was not originally planned to occur in 2026. Due to the grant fund identification, UTA would like to pursue this in 2026.
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	105,000	105,000	Project was not able to be completed in 2025 due to materials not coming in. Materials should be delivered and then installation can occur for the remaining 2 stops on this project.
MSP208 - Clearfield FrontRunner Trail	200,000	710,000	910,000	Project progressed towards completion in 2025. There are still some landscaping and remaining punch list items that need to be completed. During December when it was unusually wet, some soil stabilization issues have presented themselves. UTA is working with the Designer and Contractor to address but this has required additional resources and could eventually require some significant change orders to fully address new items. The additional ask is to complete \$210,000 in unfinished 2025 work and add \$500K for additional consulting resources and potential change orders that may result from the soil stability investigation.
MSP253 - MVX BRT	31,715,000	(6,554,000)	25,161,000	Moving funds to aid in other project delivery - \$6,554,000 in Grant funds. Project is nearing completion and is over-funded in 2026.
MSP286 - Utah County Park and Ride Lots (x2)	3,200,000	2,022,000	5,222,000	Project progressed in 2025 but did not progress as far as expected. Funding is needed to maintain the full amount of the grant and to complete project in 2026.
MSP320 - TRAX Forward	100,000	155,000	255,000	Project has unfinished obligations in 2025 that need to be completed in 2026. This will allow the 2025 obligations to be completed in 2026.

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MSP999 - Capital Contingency	5,000,000	(1,700,000)	3,300,000	Moving funds to aid in other project delivery - \$1,700,000 in UTA funds. Funds going to the Clearfield FrontRunner Trail project in anticipation of upcoming change orders to address potential earthwork stabilization issues and to close out the project. Funds will also be going to LR vehicle repairs, rail switches, TRAX Forward, and 3300/3500 South project to complete obligations from 2025.
REV244 - Clean Diesel Bus Purchase- 2025 5339b Grant	-	50,000	50,000	UTA received the grant for this project. This project will be part of a five-year plan change effort in Q1. This project did not originally have funds in 2026. This \$50,000 will allow UTA to move forward with the procurement once the five-year plan change is complete.
REV245 - CNG Bus Purchase - 2025 5339c Grant	1,050,000	(1,000,000)	50,000	Moving funds to aid in other project delivery - \$1,000,000 in UTA funds. Project needs \$50,000 in 2026 to start the procurement after the five-year plan adjustment and receive the buses in 2027.
SGR385- Rail Rehab and Replacement	6,250,000	4,312,000	10,562,000	There were a number of unplanned items that came up in the latter part of Q4 2025 and early in 2026 that have required a budget adjustment to address. These unplanned items include a significant rail break at Paxton Interlocking, need to accelerate some capital maintenance including tamping, insulated joint replacements, additional track repairs, tie replacements discovered during a recent Federal Railroad Administration audit, and a need for some funding to address items that come up thru the course of the year.
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	1,600,000	666,000	2,266,000	Project completed all but one milestone they had anticipated completing in 2025. This milestone was supposed to have been completed in December of 2025 but has slipped to Q1 2026.
SGR404 - Rail Switches and Trackwork Controls Rehab/Replacement	2,500,000	430,000	2,930,000	Project was not able to spend all the 2025 obligations due to materials not coming in on time. Project is moving to grant funds in 2026. These additional funds are needed to maintain the necessary amount of UTA funds to cover the 2025 obligations. This project did take a significant budget cut going from 2025 to 2026. This will help preserve the original funds to complete as much of the 2026 work as had been originally planned.
SGR408 - UTA End of Line (EOL) Enhancements	1,115,000	42,000	1,157,000	Project was not able to spend all the 2025 obligations. Project is moving to grant funds in 2026. These additional funds are needed to maintain the necessary amount of UTA funds to cover the 2025 obligations that were not procured federally and would not be able to be absorbed in 2026 due to the funding source change.
	\$ 56,713,000	\$ -	\$ 56,713,000	