



# Utah Transit Authority

## Board of Trustees

### REGULAR MEETING AGENDA

669 West 200 South  
Salt Lake City, UT 84101

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**Wednesday, June 10, 2026**

**9:00 AM**

**FrontLines Headquarters**

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The UTA Board of Trustees will meet in person at UTA FrontLines Headquarters (FLHQ) - 669 W. 200 S., Salt Lake City, Utah.

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

1. **Call to Order and Opening Remarks** Chair Carlton Christensen
2. **Pledge of Allegiance** Chair Carlton Christensen
3. **Safety First Minute** Andrés Colman
4. **Public Comment** Chair Carlton Christensen
5. **Consent** Chair Carlton Christensen
  - a. Approval of the May 27, 2026 Board of Trustees Meeting Minutes
6. **Reports**
  - a. Executive Director Report Jay Fox
    - 2025-2026 Ski Service End of Season Report
    - Continuous Improvement Excellence Award: Trapeze EAM/WorkDay Training
    - Employee Recognition: Dale Brady - 50 Years of Service
  - b. Strategic Plan Minute: Community Support - UTA 3D Print Shop Jay Fox
  - c. Discretionary Grants Report Tracy Young
  - d. Financial Report - April 2026 Viola Miller  
Brad Armstrong
7. **Budget and Other Approvals**
  - a. TBA2026-06-01 - Technical Budget Adjustment - 2026 Capital Budget Viola Miller  
Daniel Hofer

**8. Resolutions**

- a. R2026-06-01 - Resolution Delegating the Search for a New Internal Auditor to the Executive Director Annette Royle

**9. Contracts, Disbursements and Grants**

- a. Revenue Contract: Interagency Agreement Regarding the 200 South Transit Signal Priority Project and Community Project Fund (Salt Lake City) Patti Garver
- b. Contract: Independent Contractor Agreement (Tonya Crook) Monica Howe
- c. Change Order: Light Rail and Commuter Rail Car Cleaning (MasterCorp Inc.) Bryan Sawyer
- d. Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-007 - 9th Avenue Rail Replacement and Anchoring (Stacy and Witbeck, Inc.) David Osborn
- e. Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-008 - 600 South Grade Crossing (Stacy and Witbeck, Inc.) David Osborn
- f. Grant Agreement: Electric Vehicle Bus Charging Equipment Incentive for Depot District Garage (Rocky Mountain Power) Tracy Young
- g. Grant Agreement: Electric Vehicle Bus Charging Equipment Incentive for Meadowbrook Bus Garage (Rocky Mountain Power) Tracy Young
- h. Grant Agreement: Congestion Mitigation Air Quality Funding to Support OGX Operational Costs (Federal Transit Administration) Tracy Young
- i. Grant Agreement: Change of Scope of Previously Awarded Carbon Reduction Program (CRP) Funds for MVX Bus Charging Support (Federal Transit Administration) Tracy Young
- j. Pre-Procurements Todd Mills  
- Station Platform Handrail Replacement

**10. Other Business**

Chair Carlton Christensen

- a. Next Meeting: Wednesday, June 24, 2026 at 9:00 a.m.

**11. Adjourn**

Chair Carlton Christensen

**Meeting Information:**

- Special Accommodation: Information related to this meeting is available in alternate formats upon request by contacting [adacompliance@rideuta.com](mailto:adacompliance@rideuta.com) or (801) 287-3536. Requests for accommodations should be made at least two business days in advance of the scheduled meeting.
- Meeting proceedings may be viewed remotely by following the meeting video link on the UTA Public Meeting Portal - <https://rideuta.legistar.com/Calendar.aspx>
- In the event of technical difficulties with the remote connection or live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.
- Public Comment may be given live during the meeting by attending in person at the meeting location OR by joining the remote Zoom meeting.
  - o Comments are limited to 3 minutes per commenter.
  - o One person's time may not be combined with another person's time.
  - o Distribution of handouts or other materials to meeting participants or attendees is not allowed.
  - o To support a respectful meeting environment, actions or words that disrupt the meeting, intimidate other participants, obstruct the view or hearing of others, or may cause safety concerns are not allowed.
  - o To join by Zoom:
    - Use this link: [https://bit.ly/UTA\\_BOT\\_06-10-26](https://bit.ly/UTA_BOT_06-10-26) and follow the instructions to register for the meeting.
    - Use the "raise hand" function in Zoom to indicate you would like to make a comment.
- Public Comment may also be given through alternate means. See instructions below.
  - o Comment online at <https://www.rideuta.com/Board-of-Trustees>
  - o Comment via email at [boardoftrustees@rideuta.com](mailto:boardoftrustees@rideuta.com)
  - o Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – please specify that your comment is for the upcoming Board of Trustees meeting.
  - o Comments submitted before 2:00 p.m. on Tuesday, June 9 will be distributed to board members prior to the meeting and added to the public record.
- Meetings are audio and video recorded and live-streamed.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.



U T A

# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

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**Board of Trustees**

**Date:** 6/10/2026

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

**TITLE:**

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**Approval of the May 27, 2026 Board of Trustees Meeting Minutes**

**AGENDA ITEM TYPE:**

Minutes

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**RECOMMENDATION:**

Approve the minutes of the May 27, 2026 Board of Trustees meeting.

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**BACKGROUND:**

A meeting of the UTA Board of Trustees was held in person at UTA Frontlines Headquarters and broadcast live via the UTA Public Meeting Web Portal on Wednesday, May 27, 2026 at 9:00 a.m.

Minutes from the meeting document the actions of the Board and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the [Utah Public Notice Website](https://www.utah.gov/pmn/sitemap/notice/1083249.html) <<https://www.utah.gov/pmn/sitemap/notice/1083249.html>> video feed is available through the [UTA Public Meeting Portal](https://rideuta.granicus.com/player/clip/457) <<https://rideuta.granicus.com/player/clip/457>>.

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**ATTACHMENTS:**

- 2026-05-27\_BOT\_Minutes\_Unapproved



# Utah Transit Authority

## Board of Trustees

### MEETING MINUTES - Draft

669 West 200 South  
Salt Lake City, UT 84101

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**Wednesday, May 27, 2026**

**9:00 AM**

**FrontLines Headquarters**

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**Present:** Chair Carlton Christensen  
Trustee Jeff Acerson  
Trustee Beth Holbrook

Also attending were UTA staff and interested community members.

**1. Call to Order and Opening Remarks**

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:05 a.m.

**2. Pledge of Allegiance**

Attendees recited the Pledge of Allegiance.

**3. Safety First Minute**

Viola Miller, UTA Chief Financial Officer, delivered a brief safety message.

**4. Public Comment**

(To view public comment in its entirety, see the meeting video located at [https://rideuta.granicus.com/player/clip/457?meta\\_id=76742](https://rideuta.granicus.com/player/clip/457?meta_id=76742).)

**In Person/Virtual Comment**

In person comment was given by Michael Kroll.

Kroll spoke about UTA's proposed fare rate increase, collective bargaining, and bus bridges during planned maintenance events.

**Online Comment**

No online comment was received.

**5. Consent**

- a. **Approval of the May 13, 2026 Board of Trustees Meeting Minutes**
- b. **International Travel to Zilina, Slovakia, with Scheidt & Bachmann for Fare Replacement System Testing**

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

## 6. Reports

### a. Executive Director Report

- Fare Rate Change Timing Update
- Bonding Update
- Continuous Improvement Excellence Award: TRAX and Parts

#### **Fare Rate Change Timing Update**

Jay Fox, UTA Executive Director, indicated the public process associated with UTA's proposed fare rate change will take place this summer, with planned implementation in April 2027.

#### **Bonding Update**

Jay Fox was joined by Viola Miller.

Miller reported that shifts in financial market conditions have significantly reduced the refunding savings originally projected in the transaction proposed in the March 11, 2026, board meeting and staff has subsequently paused pursuing the opportunity.

Discussion ensued. Questions on the timeframe to revisit the transaction and rating longevity were posed by the board and answered by Miller.

#### **Continuous Improvement Excellence Award: TRAX and Parts**

Jay Fox was joined by Susan Scadden, UTA Acting Manager of Organizational Excellence.

Scadden presented the Continuous Improvement Excellence Award to Shawn Roush, UTA Parts Clerk, for her work in automating probationary hours worked by maintenance specialists.

### b. Strategic Plan Minute: Customer Experience - Data Governance

Jay Fox was joined by Jeff Mulitalo, UTA Director of Business Analysis.

Fox highlighted steps taken to mature data governance at the agency.

Discussion ensued. Questions on regulatory compliance were posed by the board and answered by staff.

**7. Contracts, Disbursements and Grants****a. Revenue Contract: Master Transit Agreement and Service Order 1 for Operation of Enhanced Transit Service in Utah County (Utah Department of Transportation)**

Hal Johnson, UTA Director of Innovative Mobility Solutions, was joined by Jim Golden with the Utah Department of Transportation (UDOT).

Johnson requested the board approve the Master Transit Agreement (MTA) with UDOT, as well as Service Order 1 to the MTA for On Demand service in northern Utah County. The MTA has a term of ten years, and Service Order 1 has a term from April 1, 2026, through December 31, 2026, with performance to begin on August 16, 2026. The total contract value is \$5,392,588.94 (estimated revenue from UDOT over five years).

Discussion ensued. Questions on contractor payment arrangements and MTA scope were posed by the board and answered by Johnson and Golden.

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

**b. Disbursement: Salomon v UTA Settlement**

Darren Bauer, UTA Director of Financial Risk Management, was joined by Mitsuru "Mitch" Nielsen, UTA Claims Administrator.

Staff requested the board approve a settlement disbursement of \$475,000 in the matter of Salomon v UTA.

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

**c. Grant Agreement: Bus and Facilities Discretionary Award for Clean Diesel Buses and Related Facilities and Training (Federal Transit Administration)**

Tracy Young, UTA Grants Director, requested the board approve a \$21,330,000 Bus and Bus Facilities grant with the Federal Transit Administration (FTA) for the procurement of 29 clean diesel replacement buses, related maintenance shop equipment, and workforce training. The local match required by the grant is \$3,770,000 and will be contributed by UTA.

Discussion ensued during which staff indicated the new buses would be utilized across the UTA system.

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

d. **Grant Agreement: Low or No Emission Program Award for CNG Buses and Related Equipment and Training (Federal Transit Administration)**

Tracy Young requested the board approve a \$20,475,200 Low or No Emission grant with the FTA for the procurement of 24 replacement compressed natural gas (CNG) buses, related maintenance shop equipment, and workforce training. The local match required by the grant is \$3,618,800 and will be contributed by UTA.

Discussion ensued during which staff indicated the new buses would be assigned to routes in Salt Lake County, including the new 5600 West route when it begins service.

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

e. **Pre-Procurements**

- **Replace Portable Lifts at the Warm Springs Facility**

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

Discussion ensued. A question on product availability was posed by the board and answered by Mills.

8. **Service and Fare Approvals**

a. **Fare Agreement: Special Events Agreement (Salt Lake County Arts and Culture)**

Monica Howe, UTA Fares Director, requested the board approve a special events agreement with Salt Lake County Arts and Culture for ticket-as-fare to specific events defined in the contract. The agreement has a revenue value of \$100,365.

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

9. **Other Business**

- a. Next Meeting: Wednesday, June 10, 2026 at 9:00 a.m.

10. **Adjourn**

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 9:44 a.m.

Transcribed by Cathie Griffiths  
Board Administration Manager  
Utah Transit Authority

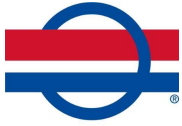
This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at <https://www.utah.gov/pmn/sitemap/notice/1083249.html> for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at <https://rideuta.granicus.com/player/clip/457>.

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

Approved Date:

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Carlton J. Christensen  
Chair, Board of Trustees



U T A

# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

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**Board of Trustees**

**Date: 6/10/2026**

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

**TITLE:**

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**Executive Director Report**

- 2025-2026 Ski Service End of Season Report
- Continuous Improvement Excellence Award: Trapeze EAM/WorkDay Training
- Employee Recognition: Dale Brady - 50 Years of Service

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**AGENDA ITEM TYPE:**

Report

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**RECOMMENDATION:**

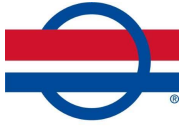
Informational report for discussion

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**DISCUSSION:**

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

- 2025-2026 Ski Service End of Season Report (Jay Fox)
- Continuous Improvement Excellence Award: Trapeze EAM/WorkDay Training (Susan Scadden)
- Employee Recognition: Dale Brady - 50 Years of Service (Andrés Colman, Connie Mason)



U T A

# Utah Transit Authority

669 West 200 South  
Salt Lake City, UT 84101

## MEETING MEMO

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**Board of Trustees**

**Date: 6/10/2026**

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

**TITLE:**  
**Strategic Plan Minute: Community Support - UTA 3D Print Shop**

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**AGENDA ITEM TYPE:**  
Report

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**RECOMMENDATION:**  
Informational report for discussion.

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**BACKGROUND:**  
At the end of 2022, UTA adopted its 2022-2030 Strategic Goals and Objectives. The strategic minute provides an update on one of the five UTA strategic priorities - Quality of Life, Customer Experience, Organizational Excellence, Community Support, and Economic Return.

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**DISCUSSION:**  
This strategic plan minute highlights our Community Support strategic priority. This is a shared initiative between Communications and Marketing and Operations on the implementation of the UTA 3D Print Shop.

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**FISCAL IMPACT:**  
N/A

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**ATTACHMENTS:**

- None



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

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**Board of Trustees**

**Date:** 6/10/2026

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**TO:** Board of Trustees  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Viola Miller, Chief Financial Officer  
**PRESENTER(S):** Tracy Young, Grants Director

**TITLE:**  
**Discretionary Grants Report**

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**AGENDA ITEM TYPE:**  
Report

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**RECOMMENDATION:**  
Informational report for discussion

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**BACKGROUND:**

Board Policy 2.2 Contract Authority, Procurement and Grants states that any discretionary grant pursued by the Authority will be consistent with the Authority's mission and strategic priorities. The policy also requires that the Executive Director notify the Board of Trustees if a discretionary grant of \$250,000 or more is being sought. This report on upcoming and in-process discretionary grant applications provides the Board an opportunity to be informed and give input on proposed grant applications.

The discretionary grant update provides information on:

- Grant applications proposed
- Grants not selected for award
- Grant applications submitted waiting selection; and
- Grants that have been selected for award but have not yet been obligated in a grant agreement and not previously presented to the Board.

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**DISCUSSION:**

A grants update will be provided to inform the Board that 1 grant is yet to be submitted and 6 (12 previously reported) applications are awaiting selection. 2 discretionary grants have been selected for award.

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**FISCAL IMPACT:**

The projects and match are included in the current approved capital or operating budgets or 5 year plan.

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**ATTACHMENTS:**

- N/A



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

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**Board of Trustees**

**Date: 6/10/2026**

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

**TITLE:**  
**Financial Report - April 2026**

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**AGENDA ITEM TYPE:**  
Discussion

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**RECOMMENDATION:**  
Informational report for discussion

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**BACKGROUND:**

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

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**DISCUSSION:**

At the June 10, 2026, meeting, the Chief Financial Officer will review the Board Dashboard key items, passenger revenues, sales tax collections, operating expense variances, and capital budget status. The Chief Financial Officer will also present key metrics in Accounting, Supply Chain, and Fares and receive questions from the Board of Trustees.

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**FISCAL IMPACT:**

N/A

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**ATTACHMENTS:**

- April 2026 Board Dashboard
- April 2026 Financial Statements

## Utah Transit Authority

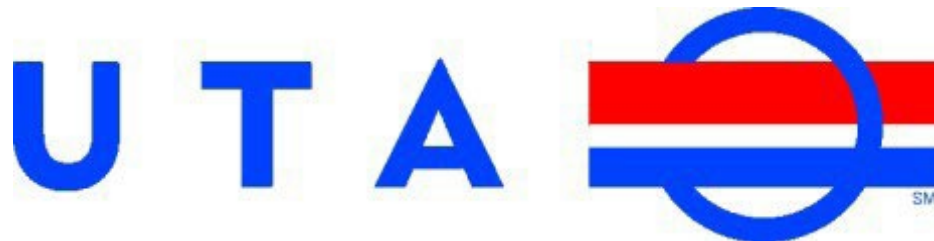
### Board Dashboard: Apr 30, 2026

Financial Metrics	Apr Actual	Apr Budget	Fav / (Unfav)	%	YTD Actual	YTD Budget	Fav / (Unfav)	%
Sales Tax (Mar '26 mm \$)	\$ 48.7	\$ 45.5	\$ 3.2	● 7.0%	\$ 124.8	\$ 119.0	\$ 5.8	● 4.9%
Fare Revenue (mm)	\$ 3.3	\$ 3.3	\$ (0.0)	● -0.3%	\$ 13.2	\$ 13.1	\$ 0.2	● 1.2%
Operating Exp (mm)	\$ 38.8	\$ 40.6	\$ 1.7	● 4.3%	\$ 152.4	\$ 162.4	\$ 10.1	● 6.2%
Subsidy Per Rider (SPR)	\$ 9.95	\$ 10.65	\$ 0.70	● 6.6%	\$ 10.14	\$ 10.65	\$ 0.51	● 4.8%
UTA Diesel Price (\$/gal)	\$ 4.24	\$ 3.45	\$ (0.79)	● -22.8%	\$ 3.22	\$ 3.45	\$ 0.23	● 6.8%
Operating Metrics	Apr Actual	Apr-25	F / (UF)	%	YTD Actual	YTD 2025	F / (UF)	%
Ridership (mm)	3.57	3.54	0.03	● 0.7%	13.72	13.79	(0.07)	● -0.5%
Energy Cost by Type (Monthly Avg YTD)								
	<b>Diesel Bus</b> (Cost per Mile)				\$ 0.61			
	<b>Diesel CR</b> (Cost per Mile)				\$ 4.42			
	<b>Unleaded Gas</b> (Cost per Mile)				\$ 0.36			
	<b>CNG</b> (Cost per Mile)				\$ 0.38			
	<b>Bus Propulsion Power</b> (Cost per Mile)				\$ 0.98	kWh is converted to DGE		
	<b>TRAX Propulsion Power</b> (Cost per Mile)				\$ 1.08	kWh is converted to DGE		

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

**Utah Transit Authority**  
**Financial Statement**  
(Unaudited)

April 30, 2026



**KEY ITEM REPORT  
(UNAUDITED)  
As of April 30, 2026**

EXHIBIT 1-1

	2026 YTD ACTUAL	2026 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1 Operating Revenue	\$ (13,944,170)	\$ (13,789,584)	\$ 154,586	1%
2 Operating Expenses	152,382,413	162,447,561	10,065,148	6%
3 <b>Net Operating Income (Loss)</b>	<b>(138,438,243)</b>	<b>(148,657,977)</b>	<b>10,219,734</b>	<b>7%</b>
4 Capital Revenue	(72,815,111)	(84,950,667)	(12,135,556)	-14%
5 Capital Expenses	63,443,977	72,042,600	8,598,623	12%
6 <b>Net Capital Income (Loss)</b>	<b>9,371,134</b>	<b>12,908,067</b>	<b>(3,536,933)</b>	<b>27%</b>
7 Sales Tax	(161,563,394)	(158,942,507)	2,620,887	2%
8 Other Revenue	(90,360,298)	(89,756,000)	604,298	1%
9 Debt Service	34,442,418	34,446,339	3,921	0%
10 Sale of Assets	87,477	-	(87,477)	
11 <b>Net Non-Operating Income (Loss)</b>	<b>217,393,797</b>	<b>214,252,168</b>	<b>3,141,629</b>	<b>1%</b>
12 <b>Contribution to Cash Balance</b>	<b>\$ 88,326,688</b>	<b>\$ 78,502,258</b>	<b>\$ 9,824,431</b>	-13%
13 Amortization	(922,979)			
14 Depreciation	49,172,545			
15 <b>Total Non-cash Items</b>	<b>\$ 48,249,566</b>			

**STATISTICS**

**RIDERSHIP**

2025 YE Actual	Apr 2026	Apr 2025	Difference	2026 YTD	2025 YTD	Difference
16 40,336,358	3,569,593	3,543,102	26,491	13,720,551	13,789,669	(69,118)

**OPERATING SUBSIDY PER RIDER -**

	SPR
17 Net Operating Expense	\$ 152,382,413
18 Less: Passenger Revenue	- (13,217,087)
19 Subtotal	139,165,326
20 Divided by: Ridership	÷ 13,720,551
21 Subsidy per Rider	<u>\$ 10.14</u>

**SUMMARY FINANCIAL DATA**  
**(PRELIMINARY)**

EXHIBIT 1-2

As of April 30, 2026

**BALANCE SHEET**

	4/30/2026	4/30/2025	Change April
<b>CURRENT ASSETS</b>			
1 Cash	\$ 24,914,676	\$ 17,864,161	39%
2 Investments (Unrestricted)	426,140,967	331,616,884	29%
3 Investments (Restricted)	212,582,678	157,111,973	35%
4 Receivables	111,717,579	103,152,804	8%
5 Receivables - Federal Grants	318,932	3,050,892	-90%
6 Inventories	56,339,304	50,127,416	12%
7 Prepaid Expenses	7,248,372	1,456,584	398%
<b>8 TOTAL CURRENT ASSETS</b>	<b>\$ 839,262,508</b>	<b>\$ 664,380,715</b>	
9 Property, Plant & Equipment (Net)	3,012,890,594	2,901,002,683	4%
10 Other Assets	51,409,608	157,217,532	-67%
<b>11 TOTAL ASSETS</b>	<b>\$ 3,903,562,710</b>	<b>\$ 3,722,600,929</b>	
12 Current Liabilities	112,426,713	127,950,013	-12%
14 Net Pension Liability	78,496,665	142,283,669	-45%
15 Outstanding Debt	2,284,430,505	2,277,876,056	0%
16 Net Investment in Capital Assets	859,689,726	745,642,955	15%
17 Restricted Net Position	151,121,472	151,766,262	0%
18 Unrestricted Net Position	417,397,629	277,081,974	51%
<b>19 TOTAL LIABILITIES &amp; EQUITY</b>	<b>\$ 3,903,562,710</b>	<b>\$ 3,722,600,929</b>	

**RESTRICTED AND DESIGNATED CASH AND CASH EQUIVALENTS RECONCILIATION**

<b>RESTRICTED RESERVES</b>			
20 2025 Bond Proceeds	73,761,676		-
21 Debt Service Interest Payable	69,385,845	79,890,276	-13%
22 Risk Contingency Fund	10,840,734	8,177,922	33%
23 Catastrophic Risk Reserve Fund	1,215,785	1,173,502	4%
24 Box Elder County ROW (sales tax)	4,492,189	4,979,979	-
25 Utah County 4th Qtr (sales tax)	36,344,900	27,535,934	32%
26 Amounts held in escrow	16,541,549	35,349,563	-53%
<b>27 TOTAL RESTRICTED RESERVES</b>	<b>\$ 212,582,678</b>	<b>\$ 157,107,176</b>	
<b>DESIGNATED GENERAL AND CAPITAL RESERVES</b>			
28 General Reserves	\$ 80,300,000	72,100,000	
29 Service Sustainability Reserves	13,400,000	12,017,000	
30 Capital Reserve	66,900,000	46,541,000	
31 Debt Reduction Reserve	30,000,000	30,000,000	
<b>32 TOTAL DESIGNATED GENERAL AND CAPITAL RESERVES</b>	<b>\$ 190,600,000</b>	<b>\$ 160,658,000</b>	
<b>33 TOTAL RESTRICTED AND DESIGNATED CASH AND EQUIVALENTS</b>	<b>\$ 403,182,678</b>	<b>\$ 317,765,176</b>	

**SUMMARY FINANCIAL DATA**  
**(PRELIMINARY)**

EXHIBIT 1-3

As of April 30, 2026

**REVENUE & EXPENSES**

	<b>ACTUAL</b> <b>Apr-26</b>	<b>ACTUAL</b> <b>Apr-25</b>	<b>YTD</b> <b>2026</b>	<b>YTD</b> <b>2025</b>
<b>OPERATING REVENUE</b>				
1 Passenger Revenue	\$ (3,326,343)	\$ (3,053,843)	\$ (13,217,087)	\$ (12,709,903)
2 Advertising Revenue	(183,333)	(179,167)	(727,083)	(716,667)
3 <b>TOTAL OPERATING REVENUE</b>	<b>\$ (3,509,676)</b>	<b>\$ (3,233,009)</b>	<b>\$ (13,944,170)</b>	<b>\$ (13,426,570)</b>
<b>OPERATING EXPENSE</b>				
4 Bus Service	\$ 13,361,561	\$ 12,022,321	\$ 52,580,134	\$ 50,320,558
5 Commuter Rail	2,949,730	2,314,386	9,973,734	8,705,013
6 Light Rail	5,615,665	3,611,993	20,362,842	16,149,887
7 Maintenance of Way	1,293,646	1,109,657	5,127,835	7,410,672
8 Paratransit Service	2,764,202	2,465,604	10,477,056	9,979,300
9 RideShare/Van Pool Services	199,897	295,853	940,308	1,272,443
10 Operations Support	5,416,065	5,060,689	23,838,904	15,455,774
11 Administration	5,821,590	4,538,963	23,248,943	19,082,022
12 Microtransit	1,410,888	1,800,943	5,832,656	9,003,649
13 Non-Departmental			-	60
14 <b>TOTAL OPERATING EXPENSE</b>	<b>\$ 38,833,244</b>	<b>\$ 33,220,410</b>	<b>\$ 152,382,413</b>	<b>\$ 137,379,378</b>
15 <b>NET OPERATING (INCOME) LOSS</b>	<b>\$ 35,323,568</b>	<b>\$ 29,987,400</b>	<b>\$ 138,438,243</b>	<b>\$ 123,952,808</b>
<b>NON-OPERATING EXPENSE (REVENUE)</b>				
16 Investment Revenue	(1,950,000)	(1,440,134)	(8,147,642)	(6,388,919)
17 Sales Tax Revenue <sup>1</sup>	(42,918,240)	(40,540,655)	(161,563,394)	(158,429,827)
18 Other Revenue <sup>2</sup>	(1,333,217)	(1,234,070)	(2,073,129)	(4,907,249)
19 Fed Operations/Preventative Maint. Revenue	-	-	(80,139,528)	(6,914,796)
20 Bond Interest	8,270,818	4,267,425	33,083,272	18,100,667
21 Bond Interest UTCT	139,793	139,793	559,171	584,864
22 Bond Cost of Issuance/Fees	-	-	-	(23,500)
23 Lease Interest	197,101	192	799,975	581,697
24 Sale of Assets	180,218	181,349	87,477	(138,516)
25 <b>TOTAL NON-OPERATING EXPENSE (REVENUE)</b>	<b>\$ (37,413,527)</b>	<b>\$ (38,626,102)</b>	<b>\$ (217,393,797)</b>	<b>\$ (157,535,579)</b>
26 <b>CONTRIBUTION TO RESERVES</b>	<b>\$ 2,089,959</b>	<b>\$ 8,638,702</b>	<b>\$ 78,955,554</b>	<b>\$ 33,582,771</b>
<b>OTHER EXPENSES (NON-CASH)</b>				
27 Bond Premium/Discount Amortization	(914,284)	(344,047)	(3,657,137)	(1,376,187)
28 Bond Refunding Cost Amortization	615,963	1,102,053	2,463,853	4,408,213
29 Future Revenue Cost Amortization	67,576	67,576	270,305	270,305
30 Depreciation	12,078,212	10,018,044	49,172,545	45,054,678
31 <b>NET OTHER EXPENSES (NON-CASH)</b>	<b>\$ 11,847,467</b>	<b>\$ 10,843,627</b>	<b>\$ 48,249,566</b>	<b>\$ 48,357,009</b>

<sup>1</sup> Current Year Sales Taxes YTD Include Actuals Plus Two Prior Month Accruals

<sup>2</sup> Includes investment unrealized gain/loss.

**BUDGET TO ACTUAL REPORT**  
**(PRELIMINARY)**

EXHIBIT 1-4

As of April 30, 2026

**CURRENT MONTH**

	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
	<b>Apr-26</b>	<b>Apr-26</b>	<b>FAVORABLE</b>	<b>FAVORABLE</b>
			<b>(UNFAVORABLE)</b>	<b>(UNFAVORABLE)</b>
<b>OPERATING REVENUE</b>				
1 Passenger Revenue	\$ (3,326,343)	\$ (3,336,293)	\$ (9,950)	0%
2 Advertising Revenue	(183,333)	(181,000)	2,333	1%
<b>3 TOTAL OPERATING REVENUE</b>	<b><u>\$ (3,509,676)</u></b>	<b><u>\$ (3,517,293)</u></b>	<b><u>\$ (7,617)</u></b>	<b>0%</b>
<b>OPERATING EXPENSE</b>				
4 Bus Service	\$ 13,361,561	13,625,227	\$ 263,666	2%
5 Commuter Rail	2,949,730	2,668,509	(281,221)	-11%
6 Light Rail	5,615,665	4,504,926	(1,110,739)	-25%
7 Maintenance of Way	1,293,646	1,466,866	173,220	12%
8 Paratransit Service	2,764,202	2,779,569	15,367	1%
9 RideShare/Van Pool Services	199,897	380,206	180,309	47%
11 Operations Support	5,416,065	6,257,915	841,850	13%
12 Administration	5,821,590	6,735,727	914,137	14%
10 Microtransit	1,410,888	1,497,263	86,375	6%
13 Non-Departmental	-	666,398	666,398	100%
<b>14 TOTAL OPERATING EXPENSE</b>	<b><u>\$ 38,833,244</u></b>	<b><u>\$ 40,582,606</u></b>	<b><u>\$ 1,749,362</u></b>	<b>4%</b>
<b>15 NET OPERATING (INCOME) LOSS</b>	<b><u>\$ 35,323,568</u></b>	<b><u>\$ 37,065,313</u></b>	<b><u>\$ 1,741,745</u></b>	<b>5%</b>
<b>NON-OPERATING EXPENSE (REVENUE)</b>				
16 Investment Revenue	\$ (1,950,000)	\$ (1,199,000)	\$ 751,000	63%
17 Sales Tax Revenue	(42,918,240)	(39,946,954)	2,971,286	7%
18 Other Revenue	(1,333,217)	(1,239,000)	94,217	8%
19 Fed Operations/Preventative Maint. Revenue	-	(1,504,000)	(1,504,000)	-100%
20 Bond Interest	8,270,818	8,270,818	0	0%
21 Bond Interest UTCT	139,793	139,793	0	0%
22 Bond Cost of Issuance/Fees	-	6,500	6,500	0%
23 Lease Interest	197,101	199,349	2,248	1%
24 Sale of Assets	180,218	-	(180,218)	100%
<b>25 TOTAL NON-OPERATING EXPENSE (REVENUE)</b>	<b><u>\$ (37,413,527)</u></b>	<b><u>\$ (35,272,494)</u></b>	<b><u>\$ 2,141,032</u></b>	<b>6%</b>
<b>26 CONTRIBUTION TO RESERVES</b>	<b><u>\$ 2,089,959</u></b>	<b><u>\$ (1,792,819)</u></b>		

**BUDGET TO ACTUAL REPORT BY CHIEF  
(UNAUDITED)  
As of April 30, 2026**

EXHIBIT 1-4A

**CURRENT MONTH**

	<b>ACTUAL</b>	<b>BUDGET</b>	<b>ORIGINAL</b>	<b>VARIANCE</b>	<b>%</b>
	<b>Apr-26</b>	<b>Apr-26</b>	<b>BUDGET</b>	<b>FAVORABLE</b>	<b>FAVORABLE</b>
			<b>TOTAL</b>	<b>(UNFAVORABLE)</b>	<b>(UNFAVORABLE)</b>
<b>OPERATING EXPENSE</b>					
1 Board of Trustees	\$ 294,645	316,137	\$ 3,793,665	\$ 21,492	7%
2 Chief Communication Officer	344,138	437,464	5,249,676	93,326	21%
3 Chief Development Officer	523,404	698,628	8,383,487	175,224	25%
4 Chief Enterprise Strategy Officer	2,350,086	2,611,550	34,596,116	261,464	10%
5 Chief Finance Officer	1,507,477	1,656,201	19,976,092	148,724	9%
6 Chief Operating Officer	29,998,842	29,930,721	356,112,046	(68,121)	0%
7 Chief Planning and Engagement Off	2,091,913	2,453,884	29,690,639	361,971	15%
8 Chief People Officer	886,168	1,166,119	13,993,559	279,951	24%
9 Executive Director	836,571	645,504	7,789,631	(191,067)	-30%
10 Non-Departmental		666,398	8,996,776	666,398	100%
<b>11 TOTAL OPERATING EXPENSE</b>	<b>\$ 38,833,244</b>	<b>\$ 40,582,606</b>	<b>\$ 488,581,686</b>	<b>\$ 1,749,362</b>	<b>4%</b>

**YEAR TO DATE**

	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
	<b>Apr-26</b>	<b>Apr-26</b>	<b>FAVORABLE</b>	<b>FAVORABLE</b>
			<b>(UNFAVORABLE)</b>	<b>(UNFAVORABLE)</b>
<b>OPERATING EXPENSE</b>				
12 Board of Trustees	\$ 1,136,948	\$ 1,264,548	\$ 127,600	10%
13 Chief Communication Officer	1,136,371	1,749,856	613,485	35%
14 Chief Development Officer	2,158,929	2,794,512	635,583	23%
15 Chief Enterprise Strategy Officer	10,389,736	11,106,950	717,214	6%
16 Chief Finance Officer	5,751,778	6,650,167	898,389	14%
17 Chief Operating Officer	115,902,906	118,813,436	2,910,530	2%
18 Chief Planning and Engagement Off	9,080,945	9,906,008	825,063	8%
19 Chief People Officer	3,907,946	4,664,476	756,530	16%
20 Executive Director	2,916,855	2,582,016	-334,839	-13%
21 Non-Departmental	-	2,915,592	2,915,592	100%
<b>22 TOTAL OPERATING EXPENSE</b>	<b>\$ 152,382,413</b>	<b>\$ 162,447,561</b>	<b>\$ 10,065,149</b>	<b>6%</b>

**BUDGET TO ACTUAL REPORT**  
**(PRELIMINARY)**

EXHIBIT 1-5

As of April 30, 2026

**YEAR TO DATE**

	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>%</b>
	<b>Apr-26</b>	<b>Apr-26</b>	<b>FAVORABLE</b>	<b>FAVORABLE</b>
			<b>(UNFAVORABLE)</b>	<b>(UNFAVORABLE)</b>
<b>OPERATING REVENUE</b>				
1 Passenger Revenue	\$ (13,217,087)	\$ (13,065,584)	\$ 151,503	1%
2 Advertising Revenue	(727,083)	(724,000)	3,083	0%
<b>3 TOTAL OPERATING REVENUE</b>	<b><u>\$ (13,944,170)</u></b>	<b><u>\$ (13,789,584)</u></b>	<b><u>\$ 154,586</u></b>	<b>1%</b>
<b>OPERATING EXPENSE</b>				
4 Bus Service	\$ 52,580,134	\$ 54,279,186	\$ 1,699,052	3%
5 Commuter Rail	9,973,734	10,755,128	781,394	7%
6 Light Rail	20,362,842	18,027,305	(2,335,537)	-13%
7 Maintenance of Way	5,127,835	5,903,548	775,713	13%
8 Paratransit Service	10,477,056	11,117,251	640,195	6%
9 RideShare/Van Pool Services	940,308	1,520,824	580,516	38%
11 Operations Support	23,838,904	25,018,852	1,179,948	5%
12 Administration	23,248,943	26,920,823	3,671,880	14%
10 Microtransit	5,832,656	5,989,052	156,396	3%
13 Non-Departmental	-	2,915,592	2,915,592	100%
<b>14 TOTAL OPERATING EXPENSE</b>	<b><u>\$ 152,382,413</u></b>	<b><u>\$ 162,447,561</u></b>	<b><u>\$ 10,065,148</u></b>	<b>6%</b>
<b>15 NET OPERATING (INCOME) LOSS</b>	<b><u>\$ 138,438,243</u></b>	<b><u>\$ 148,657,977</u></b>	<b><u>\$ 10,219,734</u></b>	<b>7%</b>
<b>NON-OPERATING EXPENSE (REVENUE)</b>				
16 Investment Revenue	\$ (8,147,642)	\$ (4,796,000)	\$ 3,351,642	70%
17 Sales Tax Revenue	(161,563,394)	(158,942,507)	2,620,887	2%
18 Other Revenue	(2,073,129)	(4,956,000)	(2,882,871)	-58%
19 Fed Operations/Preventative Maint. Revenue	(80,139,528)	(80,004,000)	135,528	0%
20 Bond Interest	33,083,272	33,083,272	0	0%
21 Bond Interest UTCT	559,171	559,171	0	0%
22 Bond Cost of Issuance/Fees	-	6,500	6,500	100%
23 Lease Interest	799,975	797,396	(2,579)	0%
24 Sale of Assets	87,477	-	(87,477)	
<b>25 TOTAL NON-OPERATING EXPENSE (REVENUE)</b>	<b><u>\$ (217,393,797)</u></b>	<b><u>\$ (214,252,168)</u></b>	<b><u>\$ 3,141,629</u></b>	<b>1%</b>
<b>26 CONTRIBUTION TO RESERVES</b>	<b><u>\$ 78,955,554</u></b>	<b><u>\$ 65,594,191</u></b>		

**CAPITAL PROJECTS  
(UNAUDITED)  
As of April 30, 2026**

EXHIBIT 1-6

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	<b>2026</b>	<b>ANNUAL</b>	
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>PERCENT</b>
<b>EXPENSES</b>			
1 Capital Services	\$ 59,254,114	\$ 277,035,000	21.4%
2 Enterprise Strategy	1,832,222	17,351,000	10.6%
3 Executive Director (Safety)	514,773	1,485,000	34.7%
4 Finance	603,693	30,946,000	2.0%
5 Operations	1,189,664	10,102,000	11.8%
6 People	-	50,000	0.0%
7 Planning & Engagement	49,511	2,244,000	2.2%
9 <b>TOTAL</b>	<b><u>\$ 63,443,977</u></b>	<b><u>\$ 339,213,000</u></b>	<b>18.7%</b>
<b>REVENUES</b>			
10 GRANT	\$ 34,990,644	\$ 111,703,000	31.3%
11 STATE CONTRIBUTION	14,938,711	45,672,000	32.7%
12 LEASES (PAID TO DATE)	-	36,714,000	0.0%
13 BONDS	22,846,711	47,285,000	48.3%
14 LOCAL PARTNERS	39,045	13,478,000	0.3%
15 UTA FUNDING	(9,371,134)	84,361,000	-11.1%
16 <b>TOTAL</b>	<b><u>\$ 63,443,977</u></b>	<b><u>\$ 339,213,000</u></b>	<b>18.7%</b>

**FAREBOX RECOVERY & SPR  
(UNAUDITED)**

EXHIBIT 1-7

As of April 30, 2026

**BY SERVICE**

	CURRENT MONTH		YEAR TO DATE	
	Apr-26	Apr-25	2026	2025
<b>UTA</b>				
Fully Allocated Costs	38,833,244	33,220,410	152,382,413	136,153,417
Passenger Farebox Revenue	3,326,343	3,053,843	13,217,087	12,646,279
Passengers	3,569,593	3,543,102	13,720,551	13,789,669
Farebox Recovery Ratio	8.6%	9.2%	8.7%	9.3%
Actual Subsidy per Rider	\$9.95	\$8.51	\$10.14	\$8.96
<b>BUS SERVICE</b>				
Fully Allocated Costs	18,840,785	16,695,785	76,079,910	69,205,856
Passenger Farebox Revenue	1,411,261	1,263,620	6,001,104	5,615,484
Passengers	1,731,255	1,706,030	7,008,667	6,878,150
Farebox Recovery Ratio	7.5%	7.6%	7.9%	8.1%
Actual Subsidy per Rider	\$10.07	\$9.05	\$10.00	\$9.25
<b>LIGHT RAIL SERVICE</b>				
Fully Allocated Costs	9,675,496	7,183,734	36,750,425	32,036,937
Passenger Farebox Revenue	678,923	721,710	2,507,905	2,684,375
Passengers	1,236,460	1,218,187	4,378,900	4,534,997
Farebox Recovery Ratio	7.0%	10.0%	6.8%	8.4%
Actual Subsidy per Rider	\$7.28	\$5.30	\$7.82	\$6.47
<b>COMMUTER RAIL SERVICE</b>				
Fully Allocated Costs	4,912,046	3,890,763	17,908,629	15,567,915
Passenger Farebox Revenue	516,691	421,996	1,916,028	1,575,079
Passengers	346,322	354,580	1,353,407	1,369,922
Farebox Recovery Ratio	10.5%	10.8%	10.7%	10.1%
Actual Subsidy per Rider	\$12.69	\$9.78	\$11.82	\$10.21
<b>MICROTRANSIT</b>				
Fully Allocated Costs	1,557,461	1,926,480	6,428,097	4,997,410
Passenger Farebox Revenue	55,226	57,559	214,055	211,380
Passengers	52,377	55,207	210,655	211,669
Farebox Recovery Ratio	3.5%	3.0%	3.3%	4.2%
Actual Subsidy per Rider	\$28.68	\$33.85	\$29.50	\$22.61
<b>PARATRANSIT</b>				
Fully Allocated Costs	3,252,740	2,887,519	12,694,749	11,693,576
Passenger Farebox Revenue	274,329	262,836	984,661	1,102,924
Passengers	85,336	85,371	320,470	321,443
Farebox Recovery Ratio	8.4%	9.1%	7.8%	9.4%
Actual Subsidy per Rider	\$34.90	\$30.74	\$36.54	\$32.95
<b>RIDESHARE</b>				
Fully Allocated Costs	594,716	636,129	2,520,604	2,651,721
Passenger Farebox Revenue	389,912	326,122	1,593,334	1,457,036
Passengers	117,844	123,727	448,452	473,488
Farebox Recovery Ratio	65.6%	51.3%	63.2%	54.9%
Actual Subsidy per Rider	\$1.74	\$2.51	\$2.07	\$2.52

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Apr-26	Apr-25	2026	2025
<b>FULLY ALLOCATED COSTS</b>				
Bus Service	\$18,840,785	\$16,695,785	\$76,079,910	\$69,205,856
Light Rail Service	\$9,675,496	\$7,183,734	\$36,750,425	\$32,036,937
Commuter Rail Service	\$4,912,046	\$3,890,763	\$17,908,629	\$15,567,915
Microtransit	\$1,557,461	\$1,926,480	\$6,428,097	\$4,997,410
Paratransit	\$3,252,740	\$2,887,519	\$12,694,749	\$11,693,576
Rideshare	\$594,716	\$636,129	\$2,520,604	\$2,651,721
<b>UTA</b>	<b>\$38,833,244</b>	<b>\$33,220,410</b>	<b>\$152,382,414</b>	<b>\$136,153,415</b>
<b>PASSENGER FAREBOX REVENUE</b>				
Bus Service	\$1,411,261	\$1,263,620	\$6,001,104	\$5,615,484
Light Rail Service	\$678,923	\$721,710	\$2,507,905	\$2,684,375
Commuter Rail Service	\$516,691	\$421,996	\$1,916,028	\$1,575,079
Microtransit	\$55,226	\$57,559	\$214,055	\$211,380
Paratransit	\$274,329	\$262,836	\$984,661	\$1,102,924
Rideshare	\$389,912	\$326,122	\$1,593,334	\$1,457,036
<b>UTA</b>	<b>\$3,326,342</b>	<b>\$3,053,843</b>	<b>\$13,217,087</b>	<b>\$12,646,278</b>
<b>PASSENGERS</b>				
Bus Service	1,731,255	1,706,030	7,008,667	6,878,150
Light Rail Service	1,236,460	1,218,187	4,378,900	4,534,997
Commuter Rail Service	346,322	354,580	1,353,407	1,369,922
Microtransit	52,377	55,207	210,655	211,669
Paratransit	85,336	85,371	320,470	321,443
Rideshare	117,844	123,727	448,452	473,488
<b>UTA</b>	<b>3,569,594</b>	<b>3,543,102</b>	<b>13,720,551</b>	<b>13,789,669</b>
<b>FAREBOX RECOVERY RATIO</b>				
Bus Service	7.5%	7.6%	7.9%	8.1%
Light Rail Service	7.0%	10.0%	6.8%	8.4%
Commuter Rail Service	10.5%	10.8%	10.7%	10.1%
Microtransit	3.5%	3.0%	3.3%	4.2%
Paratransit	8.4%	9.1%	7.8%	9.4%
Rideshare	65.6%	51.3%	63.2%	54.9%
<b>UTA</b>	<b>8.6%</b>	<b>9.2%</b>	<b>8.7%</b>	<b>9.3%</b>
<b>ACTUAL SUBSIDY PER RIDER</b>				
Bus Service	\$10.07	\$9.05	\$10.00	\$9.25
Light Rail Service	\$7.28	\$5.30	\$7.82	\$6.47
Commuter Rail Service	\$12.69	\$9.78	\$11.82	\$10.21
Microtransit	\$28.68	\$33.85	\$29.50	\$22.61
Paratransit	\$34.90	\$30.74	\$36.54	\$32.95
Rideshare	\$1.74	\$2.51	\$2.07	\$2.52
<b>UTA</b>	<b>\$9.95</b>	<b>\$8.51</b>	<b>\$10.14</b>	<b>\$8.96</b>

**SUMMARY OF ACCOUNTS RECEIVABLE  
(UNAUDITED)**

EXHIBIT 1-9

As of April 30, 2026

<u>Classification</u>	<u>Total</u>	<u>Current</u>	<u>31-60 Days</u>	<u>61-90 Days</u>	<u>90-120 Days</u>	<u>Over 120 Days</u>
1 Federal Grants Government <sup>1</sup>	\$ 318,932	\$ 318,932	-	-	-	-
2 Sales Tax Contributions	77,596,421	36,282,478	\$ 41,313,943	-	-	-
3 Warranty Recovery	1,167,382	1,167,382	-	-	-	-
4 Build America Bond Subsidies	-	-	-	-	-	-
5 Product Sales and Development	771,027	542,213	11,693	88,209	(1,383)	130,294
6 Pass Sales	(13,047)	77,438	2,593	(170)	14,890	(107,797)
7 Property Management	151,569	37,238	32,797	15,590	35,443	30,502
8 Vanpool/Rideshare	145,847	67,739	13,611	10,653	2,154	51,691
9 Salt Lake City Agreement	508,471	508,471	-	-	-	-
10 Planning	-	-	-	-	-	-
11 Capital Development Agreements	13,856,534	13,779,347	72,779	-	-	4,409
12 Other	14,741,894	296,326	131,074	5,916	(35,593)	401,625
13 <b>Total</b>	<b>\$ 109,245,032</b>	<b>\$ 53,077,563</b>	<b>\$ 41,578,489</b>	<b>\$ 120,198</b>	<b>\$ 15,512</b>	<b>\$ 510,724</b>

**Percentage Due by Aging**

14 Federal Grants Government <sup>1</sup>	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
15 Sales Tax Contributions	46.8%	53.2%	0.0%	0.0%	0.0%	0.0%
16 Warranty Recovery	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
17 Build America Bond Subsidies	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
18 Product Sales and Development	70.3%	1.5%	11.4%	-0.2%	16.9%	
19 Pass Sales	-593.5%	-19.9%	1.3%	-114.1%	826.2%	
20 Property Management	24.6%	21.6%	10.3%	23.4%	20.1%	
21 Vanpool/Rideshare	46.4%	9.3%	7.3%	1.5%	35.4%	
22 Salt Lake City Agreement	100.0%	0.0%	0.0%	0.0%	0.0%	
23 Planning						
24 Capital Development Agreements	99.4%	0.5%	0.0%	0.0%	0.0%	
25 Other	2.0%	0.9%	0.0%	-0.2%	2.7%	
26 <b>Total</b>	<b>48.6%</b>	<b>38.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.5%</b>	

<sup>1</sup> Federal preventive maintenance funds and federal RideShare funds

**SUMMARY OF APPROVED DISBURSEMENTS OVER \$200,000  
FROM Apr 1, 2026 THROUGH Apr 30, 2026  
(UNAUDITED)**

EXHIBIT 1-10

<u>Contract #</u>	<u>Vendor</u>	<u>Check #</u>	<u>Date</u>	<u>Check Total</u>
00213531	SELECT HEALTH	908140	4/1/2026	(1,051,072.40)
20039894	Cambridge Associates, LLC.	908145	4/3/2026	(1,416,903.97)
20039895	UTA/ATU JOINT INSURANCE TRUST	908148	4/3/2026	(277,470.18)
R2026-03-01	VANTAGEPOINT TRANSFER AGENTS -	908149	4/3/2026	(214,449.89)
20039898	UNITED STATES TREASURY	908152	4/3/2026	(761,270.40)
20039898	UNITED STATES TREASURY	908153	4/3/2026	(249,934.11)
20039898	UNITED STATES TREASURY	908154	4/3/2026	(1,068,683.92)
01903143	UNITED WAY COMMUNITY SERV	908218	4/8/2026	(214,469.88)
02003243	MV PUBLIC TRANSPORTATION	908220	4/8/2026	(307,406.57)
02033995	VIA TRANSPORTATION INC	908221	4/8/2026	(521,982.43)
02033995	VIA TRANSPORTATION INC	908221	4/8/2026	(268,822.44)
00213530	PEHP (Use for Admin)	908230	4/8/2026	(318,603.94)
R2026-03-01	Utah County Government	908232	4/8/2026	(811,794.10)
R2026-03-01	UTAH STATE TAX COMMISSION	908235	4/8/2026	(6,835,741.97)
02303713	Motion Applied Incorporated	397536	4/15/2026	(248,640.00)
R2026-03-01	ROCKY MOUNTAIN POWER	397537	4/15/2026	(362,193.53)
01139012	ROCKY MOUNTAIN SYSTEMS SERVICE	908307	4/15/2026	(250,762.00)
20038855	UTA/ATU JOINT INSURANCE TRUST	908313	4/15/2026	(2,393,245.37)
20039894	Cambridge Associates, LLC.	908316	4/17/2026	(1,334,980.70)
20039895	UTA/ATU JOINT INSURANCE TRUST	908319	4/17/2026	(261,459.65)
R2026-03-01	VANTAGEPOINT TRANSFER AGENTS -	908320	4/17/2026	(205,187.36)
20039898	UNITED STATES TREASURY	908323	4/17/2026	(681,657.36)
20039898	UNITED STATES TREASURY	908324	4/17/2026	(233,930.88)
20039898	UNITED STATES TREASURY	908325	4/17/2026	(1,000,256.82)
00172455	MotivePower LLC	908401	4/22/2026	(388,824.00)
1072863	Dept of Health and Human Servi	908403	4/22/2026	(837,161.67)
00253954	GENEVA ROCK PROD.,INC.	397822	4/29/2026	(397,207.00)
00253954	GENEVA ROCK PROD.,INC.	397822	4/29/2026	(911,041.60)
02303738	TRAPEZE SOFTWARE GROUP, INC.	908497	4/29/2026	(352,975.20)
00213531	SELECT HEALTH	908509	4/29/2026	(1,050,821.90)
20038855	UTA/ATU JOINT INSURANCE TRUST	908510	4/29/2026	(2,379,865.97)





# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

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**Board of Trustees**

**Date:** 6/10/2026

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**TO:** Board of Trustees  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Viola Miller, Chief Financial Officer  
**PRESENTER(S):** Viola Miller, Chief Financial Officer  
Daniel Hofer, Director - Capital Programming and Support

**TITLE:**

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**TBA2026-06-01 - Technical Budget Adjustment - 2026 Capital Budget**

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**AGENDA ITEM TYPE:**

Other Approval

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**RECOMMENDATION:**

Approve TBA2026-06-01 to authorize transfer of \$3,190,000 between various projects within the 2026 Capital Budget as presented.

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**BACKGROUND:**

Board Policy 2.3 Budget allows the Board of Trustees to amend or supplement the Authority's budget after its adoption. The Board may do this through a Technical Budget Adjustment (TBA) when the request does not increase budget authority, or through a Budget Amendment, after consultation with the Local Advisory Council, when an increase in the annual appropriation authority is requested.

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**DISCUSSION:**

This proposed Technical Budget Adjustment will transfer a total of \$3,190,000 between 8 projects, including the Capital Contingency, within UTA's 2026 capital budget to aid in project delivery this year.

These adjustments should better align the affected projects with the planned 2026 milestones, upcoming procurements, and anticipated expenditures through the end of 2026.

Tables found in the attached exhibit show the full impact of this Technical Budget Adjustment.

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**ALTERNATIVES:**

The Board may reject or request revisions to the requested Technical Budget Adjustment.

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**FISCAL IMPACT:**

The proposed TBA of \$3,190,000 will be funded by the approved 2026 Capital Budget. Funds will be redistributed among the projects described in the presentation and supplemental material contained within this packet.

If the TBA is approved, there will be a balance remaining in the Capital Contingency of \$2,965,000. The funding source amounts for the Capital Contingency consist of UTA funds only. This TBA would have a net decrease of \$335,000 to the Capital Contingency, which would shift to the Utah County Park and Ride Lots project to cover project shortfalls.

There is no increase in budget authority. There is no impact on UTA's Fund Balance.

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**ATTACHMENTS:**

- TBA2026-06-01 - 2026 Capital Program\_Exhibit
- TBA2026-06-01 - 2026 Capital Program\_Rationale

**UTAH TRANSIT AUTHORITY**  
**2026 CAPITAL BUDGET**  
**June 10, 2026**

**REF#: TBA2026-06-01**  
**Date: June 10, 2026**

<b>Funding Sources</b>		<b>Adopted 2026 Budget</b>	<b>Budget Adjustment</b>	<b>Adjusted 2026 Budget</b>
1	UTA Current Year Funding	\$ 84,361,000	\$ -	\$ 84,361,000
2	Grants	111,703,000	-	111,703,000
3	Local Partner Contributions	13,478,000	-	13,478,000
4	State Contribution	45,672,000	-	45,672,000
5	Leasing	36,714,000	-	36,714,000
6	Bonds	47,285,000	-	47,285,000
7	<b>Total Funding Sources</b>	<b>\$ 339,213,000</b>	<b>\$ -</b>	<b>\$ 339,213,000</b>
<b>Expense</b>				
8	<b>Capital Services</b>	<b>\$ 277,035,000</b>	<b>\$ 835,000</b>	<b>\$ 277,870,000</b>
	FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	(1,000,000)	1,336,000
	MSP253 - MVX BRT	25,161,000	(803,000)	24,358,000
	MSP263 - Transit Oriented Development Working Capital	1,662,000	(552,000)	1,110,000
	MSP265 - Program Management Support	4,000,000	1,450,000	5,450,000
	MSP286 - Utah County Park & Ride Lots (x2)	5,222,000	1,200,000	6,422,000
	MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	540,000	2,980,000
9	<b>Enterprise Strategy</b>	<b>17,351,000</b>	<b>(500,000)</b>	<b>16,851,000</b>
	ICI001 - Passenger Station Information Sign Replacement	1,350,000	(500,000)	850,000
10	<b>Executive Director (Safety)</b>	<b>1,485,000</b>	<b>-</b>	<b>1,485,000</b>
11	<b>Finance</b>	<b>30,946,000</b>	<b>(335,000)</b>	<b>30,611,000</b>
	MSP999 - Capital Contingency	3,300,000	(335,000)	2,965,000
12	<b>Operations</b>	<b>10,102,000</b>	<b>-</b>	<b>10,102,000</b>
13	<b>People</b>	<b>50,000</b>	<b>-</b>	<b>50,000</b>
14	<b>Planning &amp; Engagement</b>	<b>2,244,000</b>	<b>-</b>	<b>2,244,000</b>
15	<b>Grand Total</b>	<b>\$ 339,213,000</b>	<b>\$ -</b>	<b>\$ 339,213,000</b>

<b>Project ID and Name</b>	<b>2026 Adopted Budget</b>	<b>June 10th TBA</b>	<b>2026 Adjusted Budget</b>	<b>Rationale</b>
MSP265 - Program Management Support	\$ 4,000,000	\$ 1,450,000	\$ 5,450,000	The recent extension of the current Program Management Services Contract utilized the funds originally allocated for the upcoming 2026 Program Management Services Contract advertisement. An additional \$1.1 million is needed to support the estimated cost of the 2026 procurement, along with \$300,000 to cover a potential shortfall in UTA labor charges. A majority of these funds may be redistributed if the current incumbent contractor is awarded the new contract.
MSP286 - Utah County Park & Ride Lots (x2)	5,222,000	1,200,000	6,422,000	Additional funds needed to stay on track to complete the project and purchase a Hawk Signal. Project to get \$803,000 in Grant funds and \$397,000 in UTA funds.
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	540,000	2,980,000	Additional funds needed to cover design and support costs and internal time.
MSP999 - Capital Contingency	3,300,000	(335,000)	2,965,000	Moving funds to aid in other project delivery - \$335,000 in UTA funds.
ICI001 - Passenger Station Information Sign Replacement	1,350,000	(500,000)	850,000	Contract is ending and there will be excess funds in this budget. Shifting UTA Funds to aid in other project delivery.
MSP263 - Transit Oriented Development Working Capital	1,662,000	(552,000)	1,110,000	Funding had been programmed originally to cover an obligation that UTA no longer needs to cover. Shifting UTA Funds to aid in other project delivery.
MSP253 - MVX BRT	25,161,000	(803,000)	24,358,000	Project is complete. Shifting grant authority to aid in project delivery for the Utah County Park & Rides.
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	(1,000,000)	1,336,000	Contractor pricing came in below budget. Shifting UTA Funds to aid in other project delivery.
	<b>\$ 45,471,000</b>	<b>\$ -</b>	<b>\$ 45,471,000</b>	



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

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**Board of Trustees**

**Date:** 6/10/2026

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**TO:** Board of Trustees  
**FROM:** Annette Royle, Chief of Board Strategy & Governance  
**PRESENTER(S):** Annette Royle, Chief of Board Strategy & Governance

**TITLE:**  
**R2026-06-01 - Resolution Delegating the Search for a New Internal Auditor to the Executive Director**

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**AGENDA ITEM TYPE:**  
Resolution

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**RECOMMENDATION:**

Approve Resolution R2026-06-01 to delegate to the Executive Director the responsibility of initiating a search for a new Internal Auditor of the Authority

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**BACKGROUND:**

Utah's Public Transit District Act empowers the Board of Trustees to appoint an Internal Auditor as an Officer of the Authority. The Internal Auditor is required to be a licensed certified internal auditor or a certified public accountant with at least five years' experience in the auditing or public accounting profession.

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**DISCUSSION:**

In December 2021 the Board appointed Mike Hurst as the Authority's Internal Auditor in resolution R2021-12-01. Mr. Hurst left employment with the Authority on April 30, 2026 leaving a vacancy in that position. In fulfilling the Board's statutory duties to appoint an Internal Auditor, the Board desires to have the Authority initiate recruitment and appoint a new Internal Auditor and Officer of the Authority as soon as possible.

In the 2026 Regular Session of the Utah Legislature, SB197 was passed revising the Authority's governance structure. This restructure includes changes to the appointment process of the Internal Auditor and moves that authority from the Board of Trustees to the Executive Director effective July 1, 2026.

To facilitate a smooth transition to the organization's new governance structure and Internal Audit functions, the Board would like to delegate authority to the Executive Director to initiate a search for a new Internal Auditor. The proposed resolution would delegate this duty to Jay Fox, and would authorize his actions on or prior to June 30<sup>th</sup> to appoint a new Internal Auditor effective July 1, 2026 or thereafter.

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**ALTERNATIVES:**

The Board of Trustees could initiate the search for a new Internal Auditor. Because the new Internal Auditor will report to the Executive Director, it would be more advantageous for the Executive Director to lead the search for this position.

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**FISCAL IMPACT:**

N/A

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**ATTACHMENTS:**

R2026-06-01 - Resolution Delegating the Search for a New Internal Auditor to the Executive Director

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY  
DELEGATING THE SEARCH FOR A NEW INTERNAL AUDITOR TO THE EXECUTIVE  
DIRECTOR**

R2026-06-01

June 10, 2026

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

WHEREAS, the Act currently empowers the Board of Trustees (the "Board") with the authority of appointing and overseeing the Internal Auditor of the Authority; and

WHEREAS, in December 2021 the Board appointed Mike Hurst as Internal Auditor in R2021-12-01 and Mike Hurst left employment with the Authority on April 30, 2026; and

WHEREAS during the 2026 Regular Session of the Utah Legislature, S.B. 197 was passed and enacted upon signature of the Governor; and

WHEREAS, S.B.197 modifies the governance structure of the Authority, effective July 1, 2026, and empowers the Executive Director to appoint the Internal Auditor, among other things; and

WHEREAS, the Board of the Authority desires to delegate to the Executive Director the authority to search for an Internal Auditor considering the forthcoming governance change.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board delegates to the Executive Director the responsibility to initiate a search for a new Internal Auditor of the Authority.
2. That the Executive Director may take actions on or before June 30<sup>th</sup> to appoint a new Internal Auditor of the Authority effective July 1, 2026 or thereafter.
3. That the corporate seal shall be affixed hereto.

R2026-06-01

1

APPROVED AND ADOPTED this 10th day of June 2026.


\_\_\_\_\_  
Carlton Christensen, Chair  
Board of Trustees

ATTEST:

\_\_\_\_\_  
Secretary of the Authority

(Corporate Seal)

Approved as to Form:

Signed by:  
  
0E6E046DE4724A2  
\_\_\_\_\_  
Legal Counsel



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

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**Board of Trustees**

**Date: 6/10/2026**

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**TO:** Board of Trustees  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Jon Larsen, Chief Capital Services Officer  
**PRESENTER(S):** Patti Garver, Manager of Environmental Compliance & Sustainability

**TITLE:**  
**Revenue Contract: Interagency Agreement Regarding the 200 South Transit Signal Priority Project and Community Project Fund (Salt Lake City)**

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**AGENDA ITEM TYPE:**  
Non-Procurement Agreement

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**RECOMMENDATION:**  
Approve and authorize the Executive Director to execute the Interagency Cooperative Agreement regarding 200 South Transit Corridor Construction Project with Salt Lake City (SLC) for administering the Community Project Fund (CPF) grant and constructing the Transit Signal Priority (TSP) CPF Project.

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**BACKGROUND:**  
SLC has been awarded funding through the Federal Transit Administration (FTA) via FY2023 CPF designated for use on the 200 South Transit Corridor. SLC currently cannot be a direct recipient of the CPF grant. UTA has the authority to enter into a Funding Agreement with FTA for the CPF grant, on behalf of SLC. UTA and SLC will cooperate in the management of the design and construction of the project.

The project includes construction of elements that will be added to the 200 South Transit Corridor to enhance bus operations on 200 South. This effort aims to improve traffic signal operations, including TSP, connected vehicle systems (V2X), and detection systems for vehicles, pedestrians, and cyclists. This effort will also consider how the transit lane is used by the general traveling public and identify strategies to minimize violations and keep the bus lane from being blocked, including high visibility signage and pavement markings (e.g. red transit lane).

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**DISCUSSION:**  
The Project includes:

- Applying red transit lane paint and associated pavement markings on 200 S from 400 W to Main St and State St to 700 East including thermoplastic “bus only” pavement markings and supplemental signs.
- Installation of new traffic signals at 900 E / 200 S and signals at 1300 E / 200 S, and rebuild curb ramps as needed.

SLC will complete the design for the Project, and UTA will administer the grant and complete construction of the Project.

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**CONTRACT SUMMARY:**

<b>Contractor Name</b>	Salt Lake City
<b>Contract Number</b>	26-P00558
<b>Contract Start/End Dates</b>	Effective upon execution until parties have satisfied duties of the agreement prior to December 31, 2027
<b>Total Contract Value</b>	\$2.5 million
<b>Procurement Method</b>	Non-procurement
<b>Budget Authority</b>	Approved 2026 Capital Budget

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**ALTERNATIVES**

UTA could negotiate revisions to the Agreement with Salt Lake City that are deemed prudent.

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**FISCAL IMPACT:**

The total funding is \$2.5 million including the CPF grant total of \$2.0 million, and \$0.5 million required local match. SLC will provide UTA with the required local match, which will be paid to UTA in two installments, allowing UTA to execute the CPF grant agreement with Federal Transit Administration. SLC will pay the first installment to UTA concurrently with the signing of the interlocal agreement. SLC will pay the second installment to UTA upon UTA’s execution of the construction contract for the Project. The UTA administrative fees will be deducted from the grant award in the maximum amount of 10%, which is \$0.25 million based on total project value of \$2.5 million.

The total funding from this agreement (\$2.5 million) is included in MSP325 2026 Capital Budget (\$1.285 million), and UTA’s 5-year Capital Plan (2026-2030) (\$4.498 million).

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**ATTACHMENTS:**

- Revenue Contract: Interagency Agreement Regarding the 200 South Transit Signal Priority Project and Community Project Fund (Salt Lake City)

**INTERAGENCY AGREEMENT  
REGARDING 200 SOUTH TRANSIT CORRIDOR CONSTRUCTION PROJECT**

THIS INTERAGENCY AGREEMENT REGARDING 200 SOUTH TRANSIT CORRIDOR CONSTRUCTION PROJECT (“Agreement”), is entered into by SALT LAKE CITY CORPORATION (“SLC” or “Party”), a Utah municipal corporation, and UTAH TRANSIT AUTHORITY, a public transit district (“UTA” or “Party” and collectively referred to as the “Parties”) to be effective as of the date both Parties have signed this Agreement and it is recorded with the Salt Lake City Recorder’s Office (“Effective Date”).

**RECITALS:**

WHEREAS, the Parties have a cooperative relationship focused around providing transit service, specifically improving the 200 South Transit Corridor that includes in-lane bus stops with bus boarding platforms, transit priority lanes, bike lanes, and upgrades to pedestrian infrastructure; and

WHEREAS, SLC has been awarded funding through the Federal Transit Authority (FTA) via FY2023 Community Project Fund (CPF) designated for use on 200 South Transit Corridor; and

WHEREAS, SLC currently cannot be a direct recipient of the CPF grant; and

WHEREAS, UTA has the authority and desires to enter into a Funding Agreement with FTA for the CPF grant, on behalf of SLC; and

WHEREAS, UTA and SLC desire to cooperate in the management of the design and construction of the Project; and

WHEREAS, UTA will administer the CPF grant, including necessary agreements with FTA, procurement of construction services, and monitoring/reporting obligations required by the CPF grant; and

WHEREAS, the Parties desire to enter into this Agreement to define their respective roles and responsibilities with respect to the Project (defined below);

**AGREEMENT**

NOW THEREFORE, on the stated recitals and for good and valuable consideration, the Parties agrees as follows:

## AGREEMENT

1. **PROJECT DEFINED:** The project to be funded through the CPF grant (“Project”) means the construction of elements that will be added to the 200 South Transit Corridor to enhance operations, as set forth in more detail in the CPF grant. This effort aims to improve traffic signal operations, including transit signal priority (TSP), connected vehicle systems (V2X), and detection systems for vehicles, pedestrians, and cyclists. This effort will also consider how the transit lane is used by the general traveling public and identify strategies to minimize violations and keep the bus lane from being blocked, including high visibility signage and pavement markings (e.g. red transit lane).

Specifically, the Project will :

- Apply red transit lane paint and associated pavement markings on 200 S from 400 W to Main St and State St to 700 East including thermoplastic “bus only” pavement markings and supplemental signs.
- Install new traffic signals at 900 E / 200 S and signals at 1300 E / 200 S, and rebuild curb ramps as needed.

2. **PROCUREMENT:** SLC will procure and manage all aspects of professional design for the Project. The City understands that these expenses, and any other expenses for work done before UTA signs the CPF grant agreement cannot be reimbursed through the CPF grant.

UTA will manage all aspects of procurement of construction services. UTA may select the procurement methods that are best suited to the Project needs and funding source requirements. UTA shall provide SLC with an opportunity to review and comment on Requests for Proposal and other solicitation documents before they have been released and shall include one SLC representative on the source selection committee.

3. **DESIGN:** Throughout the design process, SLC shall direct the selected design firm to provide UTA with the opportunity to review and comment on all design submittals, including the final design documents. UTA may provide comments on design submittals and SLC will direct the design firm to incorporate any of UTA’s reasonable comments into the design of the Project. Although SLC will have final authority over the design of the Project, SLC agrees to incorporate UTA specifications into the design of the Project when requested by UTA and as appropriate. SLC will provide to UTA the final design documents necessary for UTA’s procurement of construction services in a timely manner in order to avoid incurrence of liability for disruption and delay. Any such liability caused by SLC shall be addressed under Paragraph 12 below.

4. **CONSTRUCTION:** Throughout the construction process, UTA will coordinate, or cause its selected contractor to coordinate, with SLC to ensure that construction is consistent with the final design documents, meets Project and SLC specifications. UTA will appoint a Project Manager to oversee construction activities and approve payment requests and field changes with concurrence from SLC. Final acceptance of the Project shall not be granted by UTA until testing and activation has occurred to the satisfaction of SLC. SLC shall provide reviews and approvals in a timely manner in order to avoid incurrence of liability for disruption and delay. Any such

liability caused by SLC shall be addressed under Paragraph 12 below.

5. RECORD DOCUMENTS: UTA shall require the selected construction contractor(s) to provide SLC with the project record documents (“As-Builts”), approved submittals, and project files to SLC for the purposes of ongoing maintenance records.

6. TERM: This Agreement shall remain in full force and effect until the identified project scope that is CPF funded has reached its useful life and the grant is closed out. SLC shall have the opportunity to provide inspection and raise any quality of construction issues to UTA for resolution prior to closeout. The Project is estimated to be completed prior to the end of 2027.

7. FUNDING: SLC shall provide UTA with the required local match requirement, a total of \$500,000, that will be paid to UTA in two installments, in order for UTA to execute the CPF grant agreement with Federal Transit Administration. SLC will pay the first installment to UTA concurrently with the signing of this agreement. SLC will pay the second installment to UTA upon UTA’s execution of the construction contract for the Project. The CPF grant total is \$2,000,000 and the total Project budget is \$2,500,000, including all necessary administrative fees and contingencies. The UTA administrative fees will be deducted from the grant award in the maximum amount of 10%, which is \$250,000 based on total project value of \$2,500,000. UTA shall not be required to expend more than the total Project budgeted amount. If the total Project budgeted amount is insufficient to complete the Project, UTA and SLC shall confer and agree to either descope the Project, which shall be reflected in a written amendment to this agreement, or seek additional funds from another source. Should UTA fail to execute the CPF grant agreement or fail to timely comply with the terms of the CPF grant agreement such that the Project is not constructed, UTA shall return any of the local match SLC had paid to UTA.

8. COMPLIANCE. UTA shall ensure construction of the Project is done in compliance with all applicable federal rules and regulations including the generally applicable Chapter 53 requirements, including but not limited to the general provision requirements of Section 5323 (such as NEPA and Buy America Compliance), contract and procurement requirements of Section 5325, project management requirements of Section 5327, and the nondiscrimination requirements of Section 5332.

9. BILLING: UTA is responsible for paying all construction contractor invoices or any other related invoices necessary to complete the Project, other than the design services which will be paid directly by SLC.

10. ASSUMPTION OF OWNERSHIP: Upon completion of the Project and SLC agreeing in writing that the construction of the Project is consistent with the design documents and meets SLC’s specifications, SLC shall assume ownership of the Project.

11. ASSET MANAGEMENT AND REPORTING: In accordance with Federal Transit Administration (FTA) requirements, all CPF grant funded project element assets shall be maintained by SLC in functional condition and inventoried through the conclusion of their useful life. SLC shall provide to the UTA annual asset condition reports, including dated photographs, and UTA shall submit such photos to FTA in July of each year (photos must be dated between July 1 and July 31). These annual FTA milestone progress reports will be submitted by UTA and

UTA will contact SLC for any additional information as needed. UTA will be responsible for updating the FTA databases with this information. All assets will be recorded and monitored within UTA's asset management system.

## 12. GENERAL PROVISIONS:

### a. MUTUAL INDEMNITY:

- UTA, to the fullest extent permitted by law, shall indemnify, hold harmless and defend SLC, its officers, directors, and employees from and against claims, losses, damages, liabilities, including attorneys' fees and expenses, for bodily injury, sickness or death, and property damage or destruction to the extent resulting from the negligent acts or omissions of UTA, its consultants and subcontractors, anyone employed directly or indirectly by any of them or anyone for whose acts any of them may be liable.
- SLC shall indemnify, hold harmless and defend UTA, its officers, directors, and employees from and against third party claims, losses, damages, liabilities, including attorneys' fees and expenses, for bodily injury, sickness or death, and property damage or destruction to the extent resulting from the negligent acts or omissions of SLC, its employees, consultants and contractors in the design of the Project.
- The obligation to indemnify is limited to the amounts stated in the Utah Governmental Immunity Act ("Act"). Nothing in this Agreement shall be construed as a waiver of the requirements and liability limitations contained of the Act.

b. **DISPUTES:** Disputes arising under this Agreement shall be resolved by discussion at successive levels of management culminating with the respective Executive Directors. If resolution doesn't occur through good faith discussion at the Executive Director level, the Parties may submit the matter to non-binding mediation under using a Judicial Arbitration and Mediation Services (JAMS) mediator and the JAMS process. If mediation isn't successful in resolving the dispute or the Parties elect to not pursue mediation, the Attorney General Chief Civil Deputy for a binding opinion on the merits of the controversy.

c. **WAIVER.** Failure of either Party at any time to require performance of any provision of this Agreement shall not limit the other Party's right to enforce the provision. Waiver of any breach of any provision shall not be a waiver of any succeeding breach of the provision or a waiver of the provision itself or any other provision.

d. **GOVERNING LAW.** This Agreement are governed by the laws of the State of Utah, without giving effect to its conflict of law principles. Actions to enforce the terms of this Agreement may only be brought in the Third District Court for Salt Lake County, Utah.

e. **ENTIRE AGREEMENT.** This Agreement supersedes and replaces all written and oral agreements previously made or existing between the Parties regarding the subject matter

hereof. Any amendment to this Agreement must be in writing and executed by an authorized representative of each Party.

f. AMENDMENTS. This Agreement may not be modified or terminated orally, and no claimed modification, rescission or waiver shall be binding upon either party unless in writing signed by a duly authorized representative of each party.

g. NOTICES. All notices, requests, demands, and other communications required in this Agreement shall be in writing and shall be deemed given when received if personally delivered, or mailed, certified mail, return receipt requested, sent by overnight carrier to the addresses set forth therein, or delivered by electronic mail. Addresses for notice may be changed by giving ten (10) days written notice of the change in the manner set forth herein.

If to UTA:

Utah Transit Authority  
Attn: Jon Larsen  
669 West 200 South  
Salt Lake City, Utah 84101

with a copy to:

General Counsel  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, Utah 84101

If to SLC:

Division of Transportation  
349 South 200 East, Suite 150  
Salt Lake City, Utah 84114-5502

With a copy to:

Salt Lake City Attorney's Office  
451 South State Street, Room 501A  
Salt Lake City, Utah 84114

IN WITNESS WHEREOF, the Parties have entered into this Agreement as of the Effective Date.

UTAH TRANSIT AUTHORITY

By \_\_\_\_\_

Its \_\_\_\_\_

By \_\_\_\_\_

Its \_\_\_\_\_

Approved as to Form


DocuSigned by:  
*Michael Bell* 5/13/2026  
70E33A415BA44F6...  
\_\_\_\_\_  
UTA Legal Counsel

SALT LAKE CITY CORPORATION

By   
Its Transportation Director

By \_\_\_\_\_  
Its \_\_\_\_\_

Approved as to Form

 04/09/2026  
Allison Parks  
Deputy City Attorney

Keith Reynolds  
Keith Reynolds (Apr 21, 2026 09:23:56 MDT)

City Recorder

**RECORDED**

**04/21/2026**



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

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**Board of Trustees**

**Date: 6/10/2026**

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**TO:** Board of Trustees  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Viola Miller, Chief Financial Officer  
**PRESENTER(S):** Monica Howe, Director of Fares

**TITLE:**

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**Contract: Independent Contractor Agreement (Tonya Crook)**

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**AGENDA ITEM TYPE:**

Procurement Contract/Change Order

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**RECOMMENDATION:**

Approve and authorize the Executive Director to execute a six-month contract and associated disbursements with Tonya Crook to provide ongoing support for the Electronic Fare Collection (EFC) system 3.1 deployment not to exceed amount of \$24,999.

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**BACKGROUND:**

Pursuant to UTA Ethics Policy 01.01, The Board of Trustees must approve the award of any contract or amendment for any goods or services with entities that hire former employees or who are represented by former employees where the former employee left UTA employment within the previous 12 months.

Tonya Crook, our primary expert on fare data, after several years of employment is retiring from UTA. Her retirement creates a critical gap at a pivotal moment for UTA's Fare System Replacement project, the deployment of EFC System 3.1. As the Fares Department's primary subject matter expert on fare data, she brings deep knowledge and highly specialized technical expertise that is essential for preparing the complex data migration files required for the transition from the legacy system to the new Scheidt & Bachmann fare collection system. The timing of her departure aligns with a sensitive project phase, where continuity and precision are especially important to maintain schedule and avoid disruption.

UTA's fare data environment is inherently complex, involving multi-modal fare structures, intricate pricing rules, and tightly interdependent system configurations. Preparing migration data is not a routine task, it requires extensive experience, advanced technical skill, and a detailed understanding of both historic system decisions and new platform requirements. These capabilities have been developed over years and cannot

realistically be replaced or replicated in the short term without introducing significant risk to data integrity and system functionality.

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**DISCUSSION:**

Retaining Tonya as an independent contractor provides a practical and low-risk solution to ensure project continuity while also enabling a structured transfer of her institutional knowledge to other Fare employees. This approach strengthens internal capability, reduces long-term dependency on a single expert, and allows for deliberate succession planning without disrupting critical project deliverables.

Additionally, this strategy supports broader workforce optimization by allowing Tonya’s headcount position to be reassigned to another area within the Fares organization where resources are needed. Overall, engaging Tonya on a temporary contract ensures the EFC 3.1 deployment and Fare System Replacement milestones remain on track while advancing both operational stability and long-term organizational effectiveness.

The proposed contract includes providing virtual training and support for Fares staff, developing the data migration files for the EFC system 3.1 deployment, and converting existing SSRS reports to align with the new data tables. It also covers support for system acceptance testing, development of ad-hoc SQL/SSRS/Excel queries for KPI metric reporting, and responding to fare data requests. Additionally, the work includes updates to documentation to reflect system changes and new processes.

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**CONTRACT SUMMARY:**

<b>Contractor Name:</b>	Tonya Crook
<b>Contract Number:</b>	26-04049
<b>Contract Start/End Dates:</b>	June 10, 2026 - December 9, 2026
<b>Total Contract Value:</b>	\$24,999.00
<b>Procurement Method:</b>	Sole Source
<b>Budget Authority:</b>	Approved 2026 Operating Budget

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**ALTERNATIVES:**

Not contract with Tonya Crook as an Independent Contractor and risk a schedule delay which could push back the anticipate launch date of the EFC system 3.1 deployment, and risk losing training opportunity critical to data migration.

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**FISCAL IMPACT:**

\$24,999 expense for 2026 to Cost Center 6500.50353.92

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**ATTACHMENTS:**

- Contract: Independent Contractor Agreement (Tonya Crook)
-

**INDEPENDENT CONTRACTOR  
AGREEMENT**

THIS INDEPENDENT CONTRACTOR AGREEMENT (“Agreement”) is entered into this 9th day of June, 2026 by and between (*Utah Transit Authority*), (hereafter “UTA”), and Tonya Crook, *an* independent contractor (hereinafter referred to as the "Contractor.")

RECITALS

WHEREAS, UTA is in need of specialized Data Analysis services in support of UTA’s electronic fare collection system 3.1 deploy, and

WHEREAS, Contractor is experienced and qualified and in a position to provide such specialized services to UTA; and

WHEREAS, agreement has been reached for Contractor to be retained by UTA as an independent contractor under the terms and conditions herein contained.

NOW, THEREFORE, in consideration of the mutual covenants and conditions herein contained, the parties agree as follows:

AGREEMENT

Services to be Performed by the Contractor. UTA hereby retains Contractor to furnish data analysis services and Contractor will, to the best of its ability and in a professional manner perform the specialized Data Analysis (“Services”) subject to the terms and conditions herein and Contractor’s work scope attached hereto as Exhibit A.

2. Term of Agreement. Subject to the provisions for termination as provided in this Agreement, the term shall be effective from the execution date of this Agreement through a 6-month period.
3. Compensation and Fees. As consideration for the Data Analysis Services, Contractor shall be compensated in the following manner:
  - A. UTA agrees to pay Contractor for Services rendered for the hourly rate of \$55.00 per hour for the satisfactory performance of the detailed work as described in Exhibit A.
  - B. UTA shall not be liable to Contractor for any expenses paid or incurred by Contractor unless listed herein or otherwise agreed to in advance, in writing, by the parties hereto. UTA reserves the right to review and approve all cost items.
  - C. Any change in Contractor's fee schedule shall be submitted to UTA, in advance in writing, for UTA's review and if approved shall be included as an amendment to this Agreement signed by both parties.
  - D. Contractor shall submit to UTA's Contract Manager for approval, a detailed invoice of the services performed, including the name of UTA’s representative who requested the services and the appropriate job charge, the dates and total number of days or hours worked, and the costs

related thereto, including any other expenses as agreed to in advance in writing by the parties hereto. Within thirty (30) days after receipt of Contractor's invoice UTA shall approve and pay the same or notify Contractor that it disapproves, in whole or in part, Contractor's invoice and the reasons for such disapproval.

4. Equipment, Tools, Materials, or Supplies. All equipment, tools, materials, and supplies required to perform the services listed herein shall be provided by Contractor. With the exception of her UTA laptop which she shall be entitled to retain through the term of this Agreement. In addition, she shall be entitled to UTA IT support for her laptop.
5. Termination of Agreement. This Agreement, and the rights and obligations provided hereunder, may be terminated only as provided in this paragraph.
  - A. This Agreement may be terminated by UTA, with or without cause, upon UTA's providing thirty (30) days prior written notice to the Contractor. The parties shall deal with each other in good faith during the thirty-day period after any notice of intent to terminate without cause has been given. After termination pursuant to this Paragraph, an appropriate adjustment shall be made to the payment provided under Paragraph 3 to account for the percentage of work not performed as of the date of termination.
  - B. This Agreement may be terminated by UTA in the event that UTA gives notice to the Contractor of the Contractor's default of a material term or condition of this Agreement, including the incorporated "Exhibit A" and the Contractor fails to cure such default within ten (10) days after receiving written notice of such default from UTA.
  - C. The Contractor may terminate this Agreement, in whole or in part, at any time and for any reason, with or without cause, by providing written notice to UTA. In addition, the Contractor may terminate this Agreement if the Contractor determines that UTA has failed to comply with any material term or condition of this Agreement, including the incorporated "Exhibit A." In the case of noncompliance, UTA shall have ten (10) days after receiving written notice to cure the issue. If UTA does not cure within that period, the Contractor may terminate the Agreement immediately.
6. The Contractor an Independent Contractor. The parties agree that the Contractor, in carrying out of its duties hereunder, is an independent contractor and that neither the Contractor nor any of its employees is or are agents, servants or employees of UTA. Neither the Contractor nor any of the Contractor's employees shall be eligible for any workers' compensation insurance, pension, health coverage, or fringe benefits which apply to UTA's employees. Neither federal, state, nor local income tax nor payroll tax of any kind shall be withheld or paid by UTA on behalf of the Contractor or the employees of the Contractor. The Contractor acknowledges that it shall be solely responsible for payment of all payrolls, income and other taxes generally applicable to independent contractors.
7. Indemnification. The Contractor and UTA each hereby agree to protect, defend, release, indemnify and hold the other party harmless from and with respect to any losses, claims, demands, expenses, attorney's fees, costs or judgments which said later party may sustain, directly or indirectly, as the result of: (i) the former party's actions or omissions with respect to the performance of any service required under this Agreement; (ii) the former party's violation or alleged violation of any applicable state, federal or local laws, regulations, ordinances or orders; or (iii) the former party's breach of any

provision contained in this Agreement.

8. Changes or Modifications. This Agreement sets forth the entire understanding between the parties. Oral changes or modifications are not permitted. Any contract changes or modifications shall be made by negotiations between Contractor and UTA. Upon mutual agreement of the applicable terms and conditions, scope, schedule, and price, a detailed modification shall be executed in writing by both parties and the changed scope commenced by Contractor.
9. Rights of Data. Contractor agrees that all files, notes, documents, data, specifications, correspondence, memoranda, drawings, test reports, and other material prepared by or furnished to Contractor in connection with Contractor's work hereunder shall be and remain the property of UTA and shall, if requested by UTA, be surrendered by Contractor to UTA at the time of the termination of this Agreement.
10. The Contractor's Compliance with Applicable Laws and Regulations. In the performance of the Services called for under this Agreement, the Contractor hereby agrees, covenants, and warrants to strictly comply with all applicable federal, state, and local laws, regarding business permits, certificates and licenses that may be required to carry out the work to be performed under this Agreement.
11. Governing Law. The validity, interpretation and performance of this Agreement shall be governed by the laws of the State of Utah, without regard to its law on the conflict of laws. Any dispute arising out of this Agreement shall be brought in a court of competent jurisdiction in Salt Lake County, State of Utah. The parties exclude any and all statutes, laws and treaties which would allow or require any dispute to be decided in another forum or by other rules of decision than provided in this Agreement.
12. Severability. In the event any one or more of the provisions contained in this Agreement are for any reason held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision of this Agreement. This Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.
13. Waiver. No term of this Agreement shall be considered waived, and no breach excused by either party unless such waiver is made in writing. No consent, waiver, or excuse by either party, express or implied, shall constitute a subsequent consent, waiver, or excuse.
14. No Authority to Bind Client. The Contractor has no authority to enter into contracts or agreements on behalf of UTA. This Agreement does not create a partnership between the parties. This Agreement shall not be assigned without the express written approval by UTA.
15. How Notices Given. Any notice given in connection with this Agreement shall be given in writing and shall be delivered either by hand to the party or by certified mail, return receipt requested, to the party at the party's address stated herein. Any party may change its address stated herein by giving notice of the change in accordance with this paragraph.

COMPANY: Utah Transit Authority  
ATTN: Contract Administrator  
669 West 200 South  
Salt Lake City, UT 84101  
Phone: (801) 287-2321

CONTRACTOR: Tonya Crook

- 16. Contract Manager. UTA's Contract Manager for this Agreement shall be Tiffany Conners, or designee. All correspondence regarding the technical aspects of this Agreement should be addressed to Monica Howe, or designee.
- 17. Contract Administration. UTA's Contract Administrator for this Agreement is Pat Postell, or designee. All questions and correspondence relating to the contractual aspects of this Agreement should be directed to Pat Postell, or designee.

IN WITNESS THEREOF, the parties hereto have caused this Agreement to be executed thereunto duly authorized.

**TONYA CROOK**

**UTAH TRANSIST AUTHORITY**

Signed by: Tonya Crook 5/19/2026  
0BE5DF7F027849F...  
 Authorized Signature

\_\_\_\_\_  
Authorized Signature

Tonya Crook  
\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Authorized Signature

Sr Fare Revenue Analyst  
\_\_\_\_\_  
Title

DocuSigned by:  
Mike Bell 5/20/2026  
70E33A415BA44F6...  
 Mike Bell  
 UTA Legal Counsel

## **EXHIBIT “A” SCOPE OF SERVICES**

### *Virtual Training Support:*

- The Contractor shall provide virtual training support for fares staff aimed at facilitating additional training or answering questions on the Fare Revenue Analyst job responsibilities

### *Data Analysis Services:*

- The Contractor shall prepare and adjust data migration files for the electronic fare collection system 3.1 deploy, convert current SSRS reports to the new data tables, provide acceptance testing support, write ad-hoc SQL/SSRS/Excel queries for KPI metrics, and fulfill data requests for fare data

### *System Documentation:*

- The Contractor shall update SOPs and user guides

The Contractor will operate independently, manage their own work methods, and coordinate with designated fares staff for access, information, and approvals. Deliverables will be provided according to mutually agreed timelines.

**EXHIBIT "B" PRICING**

Contractor will be paid the hourly rate of \$55.00 with a total contract not-to-exceed amount of \$24,999.00.



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

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**Board of Trustees**

**Date:** 6/10/2026

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**TO:** Board of Trustees  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Andres Colman, Chief Operating Officer  
**PRESENTER(S):** Bryan Sawyer, Director of fleet engineering

**TITLE:**

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**Change Order: Light Rail and Commuter Rail Car Cleaning (MasterCorp Inc.)**

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**AGENDA ITEM TYPE:**

Procurement Contract/Change Order

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**RECOMMENDATION:**

Approve and authorize the Executive Director to execute the change order to exercise option year one on contract number 22-03712 to provide Light Rail and Commuter Rail Car cleaning services with MasterCorp Inc. in the amount of \$1,632,406.17.

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**BACKGROUND:**

UTA's current contract with MasterCorp Inc. for vehicle cleaning will expire on June 30, 2026. The current contract has provisions to allow UTA to exercise options to continue services for an additional year. This includes nightly cleaning of Rail Vehicles at the maintenance facilities and daily porter cleaning services at the end of lines.

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**DISCUSSION:**

UTA Staff is requesting approval to exercise the first option year in Contract Number 22-03712 with MasterCorp Inc. in the amount of \$1,632,406.17.

MasterCorp Inc. has been in business for more than 40 years. MasterCorp Inc. has held a UTA contract for cleaning UTA Rail Vehicles for the last eight years and has delivered excellent service at an excellent price. The size of the company, favorable service history demonstrates best value for Rail Vehicle cleaning services. UTA Staff is confident that MasterCorp Inc. will continue to provide UTA with the best service at the best price. This contract has been identified as Contract Number 22-03712 and is funded in the Rail Vehicle Maintenance Operating Budgets.

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**CONTRACT SUMMARY:**

<b>Contractor Name:</b>	MasterCorp Inc.
<b>Contract Number:</b>	22-03712-1
<b>Base Contract Effective Dates:</b>	July 1, 2023, through June 30, 2026
<b>Extended Contract Dates:</b>	Option 1: July 1, 2026, through June 30, 2027
<b>Existing Contract Value:</b>	\$3,655,453.62
<b>Amendment Amount:</b>	\$1,632,406.17
<b>New/Total Contract Value:</b>	\$5,287,859.79
<b>Procurement Method:</b>	RFP
<b>Budget Authority:</b>	Approved 2026 Operating Budget

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**ALTERNATIVES:**

The alternative would be to find other means of performing the work at significantly more expense.

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**FISCAL IMPACT:**

2026 Contract Total = \$816,203.08

- Light Rail Vehicle Maintenance: \$155,028.00 - 4200.50353.91
- Light Rail Vehicle Maintenance (JRSC): \$345,672.66 - 4300.50353.91
- Commuter Rail Vehicle Maintenance: \$315,502.42 - 4600.50353.91

2027 Contract Total (Through June 30) = \$816,203.09

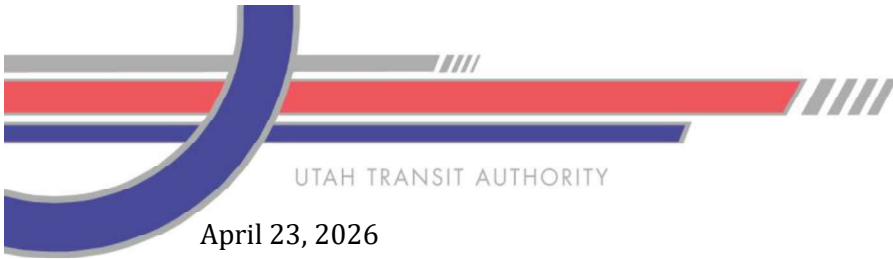
- Light Rail Vehicle Maintenance: \$155,028.00 - 4200.50353.91
- Light Rail Vehicle Maintenance (JRSC): \$345,672.67 - 4300.50353.91
- Commuter Rail Vehicle Maintenance: \$315,502.42 - 4600.50353.91

Contract Total: \$1,632,406.17

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**ATTACHMENTS:**

- Change Order: Light Rail and Commuter Rail Car Cleaning (MasterCorp Inc.)



UTAH TRANSIT AUTHORITY

April 23, 2026

Master Corp Inc.  
47 East Orange St.  
Salt Lake City, UT 84116

Sent by email only to:  
[paul.porter@mastercorp.com](mailto:paul.porter@mastercorp.com)

**RE: Contract 22-03712, Light and Commuter Rail Car Cleaning**

**NOTICE TO EXTEND CONTRACT**

Dear Paul,

This letter shall serve as notice that UTA is hereby exercising its option to extend contract 22-03712 for an additional 12 months, based on terms agreed to in the contract. The extended contract shall be effective until June 30, 2027. All other terms and conditions remain the same. Contract Not to Exceed (NTE) amount is \$1,632,406.17.

If you are in agreement to the above, please sign on the line indicated below and return a copy to Maggie Ball at [mball@rideuta.com](mailto:mball@rideuta.com).

**Acknowledgement**  
**Vendor name**

Richard McLaughlin  
President, MCS

**Approval**  
**Utah Transit Authority**

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DocuSigned by:

5/12/2026

UTA Legal Counsel

**COST SCHEDULE TRAX LIGHT RAIL**

FIRST OPTION YEAR (July 1, 2026 – June 30, 2027):

**Day Porter Services:**

Rail car cleaning Services	Hours Per Shift AM	Hours Per Shift PM	Dollar Amount(Per Hour)
Daybreak Parkway Station Rail Car Cleaning-Monday through Saturday	3	4	\$18.99 Per Hour
West Valley Central Station Rail Car Cleaning-Monday through Saturday	3	4	
Draper Towne Center Station Rail Car Cleaning-Monday through Saturday	3	4	
Central Pointe Station Rail Car Cleaning-Monday through Saturday	2	0	
Medical Center Station Rail Car Cleaning-Monday through Saturday	3	4	
Airport Station Rail Car Cleaning-Monday through Saturday	3	4	
Salt Lake Central Station Rail Car Cleaning-Monday through Saturday	3	4	

**Nightly cleaning services((Jordan River rail service center(JRRSC) and Midvale rail service center (MRSC))**

	Estimated Number		Dollar Amount Per car
	JRRSC	MRSC	JRRSC/MRSC
Rail cars Monday-Thursday(To include “As Required” items noted above)	39	19	\$23.18 Per Car
Rail cars Friday(to include “As Required” items noted above).	40	20	
Rail cars Saturday(to include “As Required” items noted above).	30	19	

Rail cars Sunday(to include "As Required" items noted above).	17	11	
Maintain Service Area (See pay element 5)	Daily	Daily	\$12.51 Per Area

**Major deep cleaning services(Jordan River Rail Service Center (JRRSC) and Midvale Rail Service Center(MRSC)**

FIRST OPTION YEAR (July 1, 2026 – June 30, 2027):

	Estimated Number		Dollar Amount Per Car
	JRRSC	MRSC	JRRSC/MRSC
Deep Clean Rail Cars	22	13	\$186.25 Per car
Maintain Service Area (See pay element 5)	Daily	Daily	\$12.51 Per Area

**COST SCHEDULE COMMUTER RAIL(FRONTRUNNER)**

FIRST OPTION YEAR (July 1, 2026 – June 30, 2027):

Pricing and payment will be per train car

**1.Daily cleaning services(Warm Spring Division):**

	Estimated Number per Day	\$ Amount per Car per Cleaning
Rail Cars(to include "As Required" items noted above)	18	\$48.91
Driver's area in Cab Car Compartment	6	\$4.96
Additional mileage cost per mile for services outside Warm Springs Yard. Cleaning services will remain the same	Per Mile	\$0.64

**2. Deep cleaning services(Warm Spring Division):**

	Estimated Number per Day	\$ Amount per car per Cleaning
Rail Cars, Deep Clean	3	\$258.07
Driver’s area in Cab car Compartment	1	\$24.80
Additional mileage cost per mile for services outside Warm Springs Yard. Cleaning services will remain the same.	Per Mile	\$0.64

**3. Day Porter(Provo Station):**

	Estimated Number per Day	\$ Amount per Car per Cleaning
Rail Car cleaning Weekday-Monday through Friday Pull-Out	72	\$4.43
Other Services	Frequency	Amount Per Day
Platform Cleaning-Monday through Saturday	Daily-As Required	\$12.55
Break Room Cleaning-Monday through Saturday	Twice Daily (AM and PM)	\$41.03

**4. Daily Cleaning Services(Provo Station):**

	Estimated Number per Day	\$ Amount per Car per Cleaning
Rail Cars	12	\$48.91
Operator’s Compartment in Cab Car	4	\$4.96
Area Cleanup	Daily	\$12.51

**5. Day Porter Services(Ogden Station):**

	Estimated Number per Day	\$ Amount per Car per Cleaning
Rail car Cleaning Weekday-Monday through Friday Pull -Out	75	\$4.43
Other Services	Frequency	Amount Per Day
Platform Cleaning-Monday through Saturday	Daily-As Required	\$12.51
Break Room Cleaning-Monday through Saturday	Twice Daily (AM and PM)	\$41.04

**6. Daily Cleaning Services(Ogden Station)**

	Estimated Number per Day	\$ Amount per Car per Cleaning
Rail Cars	6	\$48.91
Operator’s Compartment in Cab Car	2	\$4.96
Area Cleanup	Daily	\$12.51



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

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**Board of Trustees**

**Date:** 6/10/2026

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

**TITLE:**  
**Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-007 - 9th Avenue Rail Replacement and Anchoring (Stacy and Witbeck, Inc.)**

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**AGENDA ITEM TYPE:**  
Procurement Contract/Change Order

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**RECOMMENDATION:**  
Approve and authorize the Executive Director to execute Task Order 26-007, and associated disbursements, on the On-Call Infrastructure Maintenance task ordering contract with Stacy and Witbeck, Inc. in the amount of \$743,197 to replace worn curve rail and anchor rails on the 9th Avenue Curve in Midvale located on the Red TRAX line as part of the state of good repair transit asset management plan.

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

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

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

1. Smooth and safe train operations

2. Reduced long-term maintenance costs
3. Prolonged track life

**DISCUSSION:**

UTA Staff is requesting approval of Task Order 26-007 with Stacy and Witbeck, Inc. to complete the removal and replacement of worn curved rail and anchor every other tie in the amount of \$743,197.

The scope of this request includes all time, labor, and other items needed to remove the old rail, ballast, and ties then reinstall ties with earth anchors, new rail, destress rail, and flood and tamp ballast. These are essential maintenance activities that ensure the stability, safety, and smooth operation of a railway cars through the curve.

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

**CONTRACT SUMMARY:**

<b>Contractor Name</b>	23-03811-26-007
<b>Contract Number</b>	Stacy and Witbeck, Inc.
<b>Existing Contract Start/End Dates</b>	4/19/2024 - 4/30/2027
<b>New Contract Start/End Dates</b>	N/A - N/A
<b>Current Contract Value to Date</b>	\$33,186,877.64
<b>Change/Task Order Amount</b>	\$743,197.00
<b>New Total Contract Value</b>	\$33,930,074.64
<b>Procurement Method</b>	RFP Best Value
<b>Budget Authority</b>	Approved 2026 Capital Budget

**ALTERNATIVES**

Not replace the worn curve rails and anchor, resulting in year-after-year slow zone limiting operations in the area to 20 MPH or less. This would impact on-time service delivery.

**FISCAL IMPACT:**

The 2026-2030 approved Five Year Capital Plan includes \$743,197 for this task order. This work will occur in 2026 under the Rail Replacement project (SGR385). These costs will be offset by using federal formula grant funds. These funds are part of UTA’s yearly apportionment.

- 2026 Task Order Total: \$743,197.00 (Account # 20-2502.55000.122403)

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

Total Master Task Ordering Agreement remaining balance: \$11,069,925.36

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

Current remaining 2026 approved budget for SGR385: \$1,403,651.63

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**ATTACHMENTS:**

- Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-007: 9th Avenue Rail Replacement and Anchoring (Stacy and Witbeck, Inc.)



## Task Order Request #TO26-007 -

<b>Status</b>	Open	<b>Assignees</b>	Jacob Wouden
<b>Created Date</b>	May 5, 2026	<b>Issued Date</b>	May 5, 2026
		<b>Location</b>	TO26-007: East 9th Ave Rail anchor and swap
<b>Attachments</b>	<a href="#">TO26-007_UTA_Scope.pdf</a> , <a href="#">26-622 - East 9th Ave Rail Replace and Anchor -Scope Letter and Price Proposal.pdf</a> , <a href="#">TO26-007_Budget_Summary.xlsx</a> , <a href="#">2026 Wage Determination_Salt Lake_20260408.pdf</a>		

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

- Contractor Scope of Work
- Task Order Budget Summary
- UTA Scope
- Wage Determination, if applicable

### TASK ORDER IDENTIFICATION

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

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

**UTA AND THE CONTRACTOR HEREBY AGREE AS FOLLOWS:**

### 1.0 SCOPE OF SERVICES

### 2.0 SCHEDULE

<b>The anticipated Substantial Completion Date for this Task is</b>	08/15/26	<b>The anticipated Final Acceptance Date for this Task is</b>	08/31/26
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### 3.0 PRICING

<b>The pricing agreement for this item is one of the following:</b>	Lump Sum	<b>Invoices will be billed on a monthly basis for completed work to date. The price for this item is in the amount of</b>	\$743,197.00
<b>Provisional Sum Amount (if applicable). Note: Any unused amount of this provisional sum amount will be</b>		<b>This item is NOT anticipated to use federal funding AND is under UTA's simplified acquisition</b>	N/A - this item requires an ICE

deducted from the contract upon closeout of the task order.

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

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

Yes

Independent Cost Estimate (ICE) link, if applicable [TO26-007- East 9th Ave.xlsx](#)

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

**4.0 APPLICABILITY OF FEDERAL CLAUSES**

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

Yes

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

N/A, UTA DBE Program has been temporarily paused

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

**UTAH TRANSIT AUTHORITY:**

This Task Order includes a Ratification

No

(Corrective action to offset a change w/out documented authorization)

Ratification Description, if applicable

Required Signatures

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

Signature (Legal):

DocuSigned by: Mike Bell
70E33A415BA44F6...
Date: 5/6/2026

Signature (Procurement):

By:
Date:

Signature (Project Manager):

The costs associated with this item have been measured against the standard schedule of rates and the agreed contract pricing, (where applicable) and have been deemed consistent and appropriate for the proposed scope of work.

DocuSigned by: Jacob Wouden
D5E0DB8278A44C4...
Name: Jacob Wouden
Date: 5/5/2026

Signature (Director):

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

DocuSigned by: David Osborn
AD6AFC15F32A4DE...
Name: David Osborn
Date: 5/6/2026

Signature (Chief Service Development Officer):

By:
Name:
Date:

Signature (Executive Director):

By: Jay Fox, Executive Director
Date:

COMPANY:

COMPANY: Stacy and Witbeck, Inc.

Signature (Contractor)

Signed by: Miguel Gomez
2644C41CCA1D4F2...

Name: Miguel Gomez \_\_\_\_\_

Date: 5/6/2026 \_\_\_\_\_

# STACYWITBECK

May 5, 2026

On Call Services

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

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

Subject: 26-622 – East 9<sup>th</sup> Avenue Rail Replacement and Anchor (TO 26-007)

Dear Jake:

We are pleased to provide the attached cost estimate to replace the outside running rail of both NB and SB track at the East 9<sup>th</sup> Avenue curves on the TRAX Redline. Work includes removal of excess ballast, rail destressing per UTA CWR standards, installation of tie anchors and tamping and regulating of the ballast to re-establish proper line, surface and track stability. Work will be performed on one track out a time, allowing trains to single track around the work area, separated by magnetic track safety fencing. Work is planned to take place from July 25<sup>th</sup> to August 15<sup>th</sup> 2026.

Exclusions:

- Railroad Flagging
- Track to Earth Testing
- Sales Tax on Permanent Materials
- OSC power down
- Taking crossings and signals out of service
- Any signal or comm related work items
- Grade Stabilization outside of Trackway

Clarifications:

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

---

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

# STACYWITBECK

**Bid Item 1000 – Field Engineering and Project Controls – 1 LS – Total of \$87,547.00** – This bid item includes Stacy and Witbeck field support from field engineer to manage construction. The field engineer will also perform pre-task planning and coordination with UTA. This item also includes office manager time for payroll and accounts payable.

**Bid Item 2000 – Safety Program and Administration – 1 LS – Total of \$7,505.00** – Cost of Safety Supplies, safety personnel to visit the site, and incidental drug testing.

**Bid Item 3000 – QC Program & Testing – 1 LS – Total \$20,865.00** – This bid item includes cost for SWI QC manager and Consolidated Engineering Laboratories to provide field and lab technicians to test and monitor materials. Also includes their management personnel to oversee testing and documentation. Includes weld testing performed by Quality Testing & Inspection (QTI).

**Bid Item 5000 – Mobilization – 1 LS – Total \$65,505.00** – This bid item includes the cost for mobilizing heavy equipment to and from the project site prior to each shutdown, and final project cleanup. includes street sweeping, field sanitary expenses, temporary site lighting, field office supplies, and jobsite dumpster.

**Bid Item 5500 – Key Personnel Travel & Subsistence – 1 LS – Total of \$10,424.00** – This bid item includes the cost to provide subsistence to out of town crews needed to complete work related to this grade crossing replacement.

**Bid Item 6000 – East 9<sup>th</sup> Ave Rail Replacement and Anchor Swap – 1500 TF - Total \$499,500.00** – This bid item includes the removal of existing old rail, installation of new curved rail, anchoring and restraining of ties and adjustment of track geometry required scope for this task order.

**Bid Item 100000 – Fee (7.5%) – 1 LS – Total of \$51,851.00** – This is the agreed to 7.5% GMGC fee. This is 7.5% of the subtotal Bid Price of \$691,346.

The total price for this scope of work is **\$743,197.**

If you have any questions, please contact me.

Sincerely,  
Stacy and Witbeck, Inc.

Miguel Gomez  
Project Manager

---

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

04/30/2026 13:16  
 26-622 East 9th Ave Rail Replace and Anchor  
 \*\*\* Gomez, Miguel MG

**BID TOTALS**

<u>Biditem</u>	<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Bid Total</u>
1000	Field Engineering & Project Controls	1.000	LS	87,547.00	87,547.00
2000	Safety Program & Administration	1.000	LS	7,505.00	7,505.00
3000	QC Program & Testing	1.000	LS	20,865.00	20,865.00
5000	Mobilization	1.000	LS	65,505.00	65,505.00
5500	Key Personnel & Travel Subsistence	1.000	LS	10,424.00	10,424.00
6000	East 9th Ave Rail Replacement and Anchor Swap	1,500.000	TF	333.00	499,500.00

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Subtotal \$691,346.00

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100000	Fee (7.5%)	1.000	LS	51,851.00	51,851.00
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Bid Total =====> \$743,197.00

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# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

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**Board of Trustees**

**Date:** 6/10/2026

---

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

**TITLE:**  
**Change Order: On-Call Infrastructure Maintenance Contract Task Order #26-008 - 600 South Grade Crossing (Stacy and Witbeck, Inc.)**

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**AGENDA ITEM TYPE:**  
Procurement Contract/Change Order

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**RECOMMENDATION:**  
Approve and authorize the Executive Director to execute Task Order 26-008, and associated disbursements, on the On-Call Infrastructure Maintenance task ordering contract with Stacy and Witbeck, Inc. in the amount of \$473,591 to replace the 600 South grade crossing on the North/South TRAX line as part of the state of good repair transit asset management plan.

---

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

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

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

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

### 3. Prolonged track life

---

#### **DISCUSSION:**

UTA Staff is requesting approval of Task Order 26-008 with Stacy Witbeck, Inc. to complete the removal and replacement of the 600 South grade crossing in the amount of \$473,591

The scope of this request includes all time, labor, and other items needed to remove the old crossing, rail and concrete tubs and replace with new embedded crossing. These are essential maintenance activities that ensure the stability, safety, and smooth operation of a railway cars through the intersection and allow vehicles smooth travel over the tracks.

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

---

#### **CONTRACT SUMMARY:**

<b>Contractor Name</b>	Stacy and Witbeck, Inc.
<b>Contract Number</b>	23-03811-26-008
<b>Existing Contract Start/End Dates</b>	4/19/2024 - 4/30/2027
<b>New Contract Start/End Dates</b>	N/A - N/A
<b>Current Contract Value to Date</b>	\$33,930,075
<b>Change/Task Order Amount</b>	\$473,591
<b>New Total Contract Value</b>	\$34,403,666
<b>Procurement Method</b>	RFP Best Value
<b>Budget Authority</b>	Approved 2026 Capital Budget

---

#### **ALTERNATIVES**

Not replace the crossing, resulting in a rough track/vehicle interface. We would not be able to repair a cracked rail.

---

#### **FISCAL IMPACT:**

The 2026-2030 approved Five Year Capital Plan includes \$473,591 for this task order. This work will occur in 2026 under the Grade Crossing project (SGR393). These costs will be offset by using federal formula grant funds. These funds are part of UTA's yearly apportionment.

- 2026 Task Order Total: \$473,591 (Account # 20-2502.55000.122403)
- Total Master Task Ordering Agreement not-to-exceed \$45,000,000
- Total Master Task Ordering Agreement remaining balance: \$10,596,334

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

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Current remaining 2026 approved budget for SGR393: \$134,175

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**ATTACHMENTS:**

- Task Order: On-Call Infrastructure Maintenance Contract Task Order 26-008: 600 South Grade Crossing (Stacy and Witbeck, Inc.)



## Task Order Request #TO26-008 - TO26-008: 6th South Grade Crossing

**Status** Open **Assignees** Jacob Wouden

**Created Date** May 5, 2026 **Issued Date** May 5, 2026

**Location**

**Attachments** [TO26-008\\_UTA\\_Scope.pdf](#), [26-618-6th S Main St. Grade Crossing -Scope Letter and Price Proposal.pdf](#), [TO26-008\\_Budget\\_Summary \(2\).xlsx](#), [2026 Wage Determination\\_Salt Lake\\_20260408.pdf](#)

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

- Contractor Scope of Work
- Task Order Budget Summary
- UTA Scope
- Wage Determination, if applicable

### TASK ORDER IDENTIFICATION

**Contract No** 23-03811VW

**Contractor Name ("Contractor")** Stacy and Witbeck, Inc.

**Contract Start Date** 04/19/24

**Account Code(s)** 20-2502.55000.122403

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

**UTA AND THE CONTRACTOR HEREBY AGREE AS FOLLOWS:**

### 1.0 SCOPE OF SERVICES

### 2.0 SCHEDULE

**The anticipated Substantial Completion Date for this Task is** 06/30/26

**The anticipated Final Acceptance Date for this Task is** 06/30/26

### 3.0 PRICING

**The pricing agreement for this item is one of the following:** Lump Sum

**Invoices will be billed on a monthly basis for completed work to date. The price for this item is in the amount of** \$473,591.00

**Provisional Sum Amount (if applicable). Note: Any unused amount of this provisional sum amount will be** N/A

**This item is NOT anticipated to use federal funding AND is under UTA's simplified acquisition** N/A - this item requires an ICE

deducted from the contract upon closeout of the task order.

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

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

Yes

Independent Cost Estimate (ICE) link, if applicable [TO26-008-6th South Grade Crossing.xlsx](#)

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

**4.0 APPLICABILITY OF FEDERAL CLAUSES**

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

Yes

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

N/A, UTA DBE Program has been temporarily paused

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

**UTAH TRANSIT AUTHORITY:**

This Task Order includes a Ratification

No

(Corrective action to offset a change w/out documented authorization)

Ratification Description, if applicable

Required Signatures

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

Signature (Legal):

DocuSigned by: Mike Bell
70E33A415BA44F6...
Date: 5/6/2026

Signature (Procurement):

By:
Date:

Signature (Project Manager):

The costs associated with this item have been measured against the standard schedule of rates and the agreed contract pricing, (where applicable) and have been deemed consistent and appropriate for the proposed scope of work.

DocuSigned by: Jacob Wouden
D5E0DB8278A44C4...
Name: Jacob Wouden
Date: 5/5/2026

Signature (Director):

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

DocuSigned by: David Osborn
AD6AFC15F32A4DE...
Name: David Osborn
Date: 5/6/2026

Signature (Chief Service Development Officer):

By:
Name:
Date:

Signature (Executive Director):

By: Jay Fox, Executive Director
Date:

COMPANY:

COMPANY: Stacy and Witbeck, Inc.

Signature (Contractor)

Signed by: Miguel Gomez
2644C41CCA1D4F2...

Name: Miguel Gomez

Date: 5/6/2026

# STACYWITBECK

April 27, 2026

On Call Services

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

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

Subject: 26-618 – 6<sup>th</sup> South Main Street Grade Crossing (TO 26-007)

Dear Jake:

We are pleased to provide the attached cost estimate to remove and replace the at-grade crossing at 600 South on the Main Line in South Salt Lake with 270 TF of embedded track crossing. The existing rail will be replaced with new 115# rail provided by UTA. Stacy and Witbeck have assumed the replacement will take place during one continuous shutdown with no trains running, and a bus bridge in effect to service UTA riders. A complete power down of the overhead contact wires will be required to safely perform the demolition portion of work on both tracks. We look forward to constructing this project for UTA this year at a mutually agreed upon schedule.

Exclusions:

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

Clarifications:

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

---

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

# STACYWITBECK

**Bid Item 1000 – Field Engineering and Project Controls – 1 LS – Total of \$59,367.00** – This bid item includes Stacy and Witbeck field support from field engineer to manage construction. The field engineer will also perform pre-task planning and coordination with UTA. This item also includes office manager time for payroll and accounts payable.

**Bid Item 1100 – Permits and Regulatory Approvals – 1 LS – Total \$4,035.00** – This bid item includes the cost to obtain all necessary city permits required to perform the work.

**Bid Item 2000 – Safety Program and Administration – 1 LS – Total of \$9,716.00** – Cost of Safety Supplies, safety personnel to visit the site, and incidental drug testing.

**Bid Item 2500 – Key Personnel Travel & Subsistence – 1 LS – Total of \$10,942.00** – This bid item includes the cost to provide subsistence to out of town crews needed to complete work related to this grade crossing replacement.

**Bid Item 3000 – QC Program & Testing – 1 LS – Total \$11,734.00** – This bid item includes cost for SWI QC manager and Consolidated Engineering Laboratories to provide field and lab technicians to test and monitor materials. Also includes their management personnel to oversee testing and documentation. Includes weld testing performed by Quality Testing & Inspection (QTI).

**Bid Item 4000 – Mobilization – 1 LS – Total \$29,711.00** – This bid item includes the cost for mobilizing heavy equipment to and from the project site prior to each shutdown, and final project cleanup. includes street sweeping, field sanitary expenses, temporary site lighting, field office supplies, and jobsite dumpster.

**Bid Item 5000 – Engineered TC Drawings – 1 LS – Total \$1,345.00** – This bid item includes the cost for obtaining engineered traffic control drawings for the MOT and related road closures that will be implemented during construction

**Bid Item 7000 – 600 South Embedded Crossing – 270 TF - Total \$315,900.00** – This bid item includes the following items.

- Item 7010– Traffic Control/Roadway Striping – Includes reinstating all striping and pavement markings affected by the construction.
- Item 7020 – Demo Existing Crossing - Includes saw cutting, removal, haul off and dump fees for roadway, crossing, curb, sidewalk, and excavation.
- Item 7030 – Aggregate Base - Includes aggregate base course under the Tracks, AC pavement, sidewalk, and curb.
- Item 7070 – Procure and Unload Track Materials - Includes procurement of necessary OTM, rubber boot and steel ties for embedded track construction and all related loading and unloading.

---

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

# STACYWITBECK

- Item 7080 – Thermite Welding - Includes 16 115# thermite welds. Excludes weld testing. Weld testing included in Bid Item 3000
- Item 6080 – Embedded Track Construction - Includes construction of 270 TF of embedded rail per the Sugar House Streetcar details. The dimensions of the track slab will vary from the Sugar House detail by using a 96" x 15" track slab, rather than an 84" x 15" track slab.

**Bid Item 8000 – Rail Salvage Credit – 11 TN – (\$200/TN) – Total (\$2,200.00)** – This item is a credit for the rail salvage price at the current anticipated steel salvage rates as provided by Western Metals Recycling.

**Bid Item 100000 – Fee (7.5%) – 1 LS – Total of \$33,041.00** – This is the agreed to 7.5% GMGC fee. This is 7.5% of the subtotal Bid Price of \$440,550.

The total price for this scope of work is **\$473,591**.

If you have any questions, please contact me.

Sincerely,  
Stacy and Witbeck, Inc.

Miguel Gomez  
Project Manager

---

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

04/24/2026 8:16  
 26-618 6th South Main St. Grade Crossing  
 \*\*\* Gomez, Miguel MG

**BID TOTALS**

<u>Biditem</u>	<u>Description</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Bid Total</u>
1000	Field Engineering & Project Controls	1.000	LS	59,367.00	59,367.00
1100	Permits & Regulatory Approvals	1.000	LS	4,035.00	4,035.00
2000	Safety Program & Administration	1.000	LS	9,716.00	9,716.00
2500	Key Personnel Travel & Subsistence	1.000	LS	10,942.00	10,942.00
3000	QC Program & Testing	1.000	LS	11,734.00	11,734.00
4000	Mobilization	1.000	LS	29,711.00	29,711.00
5000	Engineered TC Drawings	1.000	LS	1,345.00	1,345.00
7000	600 S. Main Embedded Grade Crossing	270.000	TF	1,170.00	315,900.00
8000	Rail Salvage Credit	11.000	TN	-200.00	-2,200.00
Subtotal					\$440,550.00
100000	Fee (7.5%)	1.000	LS	33,041.00	33,041.00
Bid Total =====>					\$473,591.00



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

---

**Board of Trustees**

**Date: 6/10/2026**

---

**TO:** Board of Trustees  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Viola Miller, Chief Financial Officer  
**PRESENTER(S):** Tracy Young, Grants Director

**TITLE:**  
**Grant Agreement: Electric Vehicle Bus Charging Equipment Incentive for Depot District Garage (Rocky Mountain Power)**

---

**AGENDA ITEM TYPE:**  
Grant Agreement

---

**RECOMMENDATION:**

Approve and authorize the Executive Director to execute the incentive agreement with Rocky Mountain Power (RMP) in the amount of \$450,000 in grant funding with \$150,000 of local match required, for procuring electric vehicle bus charging equipment to be located at the Depot District Bus Facility.

---

**BACKGROUND:**

Board Policy 2.2 - Contract Authority, Procurement and Grants requires agency staff to present discretionary grant awards of \$250,000 or more to the Board of Trustees for approval at the time of award. Such awards must be approved in the agency budget prior to the Board's approval of the grant agreement.

---

**DISCUSSION:**

UTA has been selected to receive a grant from Rocky Mountain Power for:

- Depot District - 4 (12 port) Depot Charging Equipment - \$450,000

---

**GRANT SUMMARY:**

**Grantor** Rocky Mountain Power  
**UTA Grant Agreement Number** UTA Grant ID 0459 (IPCS) RMP - EV-UT\_568347  
**Grant Award Selection Date** 04/16/26  
**Grant Start/End Dates** After Incentive Execution/December 31, 2026

**Grant Award Amount**                    \$450,000  
**Grant Award Amount + Match** \$600,000  
**Amount**

---

**ALTERNATIVES:**

If grants are not executed in a timely manner reimbursement of project costs may be delayed.

---

**FISCAL IMPACT:**

UTA has been selected to receive a discretionary grant from Rocky Mountain Power in the amount of \$450,000 of grant funding. The required local match of \$150,000 is provided through previously awarded TTIF funding.

The project, along with the matching funds, is included in the approved 2026 Capital Budget.

---

**ATTACHMENTS:**

- Grant Agreement: Electric Vehicle Bus Charging Equipment Incentive for Depot District Garage (Rocky Mountain Power)

April 16, 2026

Utah Transit Authority  
RE: Incentive Amendment Letter  
Electric Vehicle Charging Project: EVUT\_568347

Dear Hal,

Congratulations! Your incentive amendment request has been approved.

**Next steps:**

- 1. You must sign and return the Incentive Amendment Letter to the email listed below.**
- 2. Accept the project meeting requests to update Rocky Mountain Power on the project implementation. Changes affecting the scope, costs, or schedule must be communicated to Rocky Mountain Power.**
- 3. Complete the installation as outlined in the project application per the amendment terms listed in this letter. Please notify Rocky Mountain Power in writing (email) upon the completion date.**

We recommend you set up tracking for project costs so invoices and other project cost documentation can easily be provided when you have finished the project installation and equipment has been placed in-service.

Sincerely,



Sierra Gentry, Customer Solutions Program Manager  
Rocky Mountain Power  
EV@RockyMountainPower.net

EVUT\_568347

## **Make Ready – Incentive Amendment Letter**

Utah Transit Authority  
669 West 200 South  
Salt Lake City, Utah 84101

EVUT\_568347

Rocky Mountain Power  
EVIP Program  
[EV@RockyMountainPower.net](mailto:EV@RockyMountainPower.net)

After reviewing your request, Rocky Mountain Power is pleased to provide an amendment to your application EVUT\_568347, issued on December 26, 2024

### **Original Incentive Estimate**

The original incentive estimate is summarized below:

- Infrastructure for the installation of seven (7) ABB 150 kW DC Fast Chargers with three (3) ports per charger.
- Installation location: UTA Depot District near 630 West 200 South, Salt Lake City, Utah
- Accessibility: UTA use only
- Original expected completion date: December 31, 2025
- Original incentive amount: Up to \$450,000

**This letter formally amends the original incentive offer with a project completion date of June 30, 2027.**

All terms originally agreed upon in the original Incentive Letter, dated December 26, 2024 still hold true. Other than the project completion date, the final projects will be completed according to the originally agreed upon incentive letter. This amendment simply approves a project extension.

To receive the incentive payment, equipment must be fully installed, functional, and within the scope outlined in the project application. All project cost documentation must be submitted. If projects are not completed and all cost documentation is not submitted by the deadline, an incentive may not be provided for this project.

For this offer to remain valid and to receive an incentive, it is the responsibility of the participant to:

1. Sign and return this offer within 14 days of the issue date.
2. Submit documentation of additional funding (internal and external).
3. Implement the project as outlined in the project plan by the new completion date.
4. Notify Rocky Mountain Power of any changes that materially affect the implementation schedule, project costs, or project scope.
5. Upon project completion:
  - a. Notify Rocky Mountain Power in writing (email) the project has been completed.
  - b. Provide actual itemized project cost documentation.
  - c. Participate in inspections no later than 30 days from the completion date.

**[Remainder of page intentionally left blank; signature page follows]**

**Acknowledgement**

I understand

1. My responsibilities listed above.
2. The incentive offer is an estimate.
3. The incentive paid will be based upon completion of the project as outlined in the project application.
4. The maximum incentive from all funding sources (state, federal, utility, etc.) cannot exceed 100% of all eligible project costs.
5. Make-Ready funding will only cover eligible infrastructure costs. Eligible costs will be determined at the discretion of Rocky Mountain Power upon receiving final invoicing.
6. I agree to all Terms and Conditions stated in the project application I submitted.

---

Name, Title (please print)

---

Signature

---

Date



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

---

**Board of Trustees**

**Date:** 6/10/2026

---

**TO:** Board of Trustees  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Viola Miller, Chief Financial Officer  
**PRESENTER(S):** Tracy Young, Grants Director

**TITLE:**  
**Grant Agreement: Electric Vehicle Bus Charging Equipment Incentive for Meadowbrook Bus Garage (Rocky Mountain Power)**

---

**AGENDA ITEM TYPE:**  
Grant Agreement

---

**RECOMMENDATION:**  
Approve and authorize the Executive Director to execute the Incentive Agreement with Rocky Mountain Power (RMP) in the amount of \$450,000 of grant funding with \$150,000 of local match required, for procuring electric vehicle bus charging equipment to be located at the Meadowbrook Bus Garage.

---

**BACKGROUND:**  
Board Policy 2.2 - Contract Authority, Procurement and Grants requires agency staff to present discretionary grant awards of \$250,000 or more to the Board of Trustees for approval at the time of award. Such awards must be approved in the agency budget prior to the Board's approval of the grant agreement.

---

**DISCUSSION:**  
UTA has been selected to receive a grant from Rocky Mountain Power for:

- Meadowbrook 5 (15 port) Depot Charging Equipment - \$450,000

---

**GRANT SUMMARY:**

<b>Grantor</b>	Rocky Mountain Power
<b>UTA Grant Agreement Number</b>	UTA Grant ID 0460 (IPCS) RMP - EV-UT_568348
<b>Grant Award Selection Date</b>	04/16/2026
<b>Grant Start/End Dates</b>	- After Incentive Execution/December 31, 2026

<b>Grant Award Amount</b>	\$450,000
<b>Grant Award Amount + Match Amount</b>	\$600,000

---

**ALTERNATIVES:**

If grants are not executed in a timely manner reimbursement of project costs may be delayed.

---

**FISCAL IMPACT:**

UTA has been selected to receive a grant from Rocky Mountain Power in the amount of \$450,000. The required local match of \$150,000 is provided through previously awarded MVX TTIF funding.

The project, along with the matching funds, is included in the approved 2026 Capital Budget

---

**ATTACHMENTS:**

- Grant Agreement: Electric Vehicle Bus Charging Equipment Incentive for Meadowbrook Bus Garage (Rocky Mountain Power)

April 16, 2026

Utah Transit Authority  
RE: Incentive Amendment Letter  
Electric Vehicle Charging Project: EVUT\_568348

Dear Hal,

Congratulations! Your incentive amendment request has been approved.

**Next steps:**

- 1. You must sign and return the Incentive Amendment Letter to the email listed below.**
- 2. Accept the project meeting requests to update Rocky Mountain Power on the project implementation. Changes affecting the scope, costs, or schedule must be communicated to Rocky Mountain Power.**
- 3. Complete the installation as outlined in the project application per the amendment terms listed in this letter. Please notify Rocky Mountain Power in writing (email) upon the completion date.**

We recommend you set up tracking for project costs so invoices and other project cost documentation can easily be provided when you have finished the project installation and equipment has been placed in-service.

Sincerely,



Sierra Gentry, Customer Solutions Program Manager  
Rocky Mountain Power  
EV@RockyMountainPower.net

EVUT\_568348

## **Make Ready – Incentive Amendment Letter**

Utah Transit Authority  
669 West 200 South  
Salt Lake City, Utah 84101

EVUT\_568348

Rocky Mountain Power  
EVIP Program  
[EV@RockyMountainPower.net](mailto:EV@RockyMountainPower.net)

After reviewing your request, Rocky Mountain Power is pleased to provide an amendment to your application EVUT\_568348, issued on December 26, 2024

### **Original Incentive Estimate**

The original incentive estimate is summarized below:

- Infrastructure for the installation of seven (7) ABB 150 kW DC Fast Chargers with three (3) ports per charger.
- Installation location: UTA Meadowbrook Garage, near 3595 South 870 West, Salt Lake City, Utah
- Accessibility: UTA use only
- Original expected completion date: December 31, 2025
- Original incentive amount: Up to \$450,000

**This letter formally amends the original incentive offer with a project completion date of December 31, 2026.**

All terms originally agreed upon in the original Incentive Letter, dated December 26, 2024 still hold true. Other than the project completion date, the final projects will be completed according to the originally agreed upon incentive letter. This amendment simply approves a project extension.

To receive the incentive payment, equipment must be fully installed, functional, and within the scope outlined in the project application. All project cost documentation must be submitted. If projects are not completed and all cost documentation is not submitted by the deadline, an incentive may not be provided for this project.

For this offer to remain valid and to receive an incentive, it is the responsibility of the participant to:

1. Sign and return this offer within 14 days of the issue date.
2. Submit documentation of additional funding (internal and external).
3. Implement the project as outlined in the project plan by the new completion date.
4. Notify Rocky Mountain Power of any changes that materially affect the implementation schedule, project costs, or project scope.
5. Upon project completion:
  - a. Notify Rocky Mountain Power in writing (email) the project has been completed.
  - b. Provide actual itemized project cost documentation.
  - c. Participate in inspections no later than 30 days from the completion date.

**[Remainder of page intentionally left blank; signature page follows]**

**Acknowledgement**

I understand

1. My responsibilities listed above.
2. The incentive offer is an estimate.
3. The incentive paid will be based upon completion of the project as outlined in the project application.
4. The maximum incentive from all funding sources (state, federal, utility, etc.) cannot exceed 100% of all eligible project costs.
5. Make-Ready funding will only cover eligible infrastructure costs. Eligible costs will be determined at the discretion of Rocky Mountain Power upon receiving final invoicing.
6. I agree to all Terms and Conditions stated in the project application I submitted.

---

Name, Title (please print)

---

Signature

---

Date



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

---

**Board of Trustees**

**Date:** 6/10/2026

---

**TO:** Board of Trustees  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Viola Miller, Chief Financial Officer  
**PRESENTER(S):** Tracy Young, Grants Director

**TITLE:**  
**Grant Agreement: Congestion Mitigation Air Quality Funding to Support OGX Operational Costs (Federal Transit Administration)**

---

**AGENDA ITEM TYPE:**  
Grant Agreement

---

**RECOMMENDATION:**

Approve draft grant agreement and authorize the Executive Director to execute the final grant agreement with the Federal Transit Administration in the amount of \$749,838 of Federal grant funding with \$54,451 of local match required, for the purpose of providing operating assistance funding for Ogden Express (OGX). Should the grant amount change from the draft to the final agreement, staff will return for the Board's approval of the final agreement.

---

**BACKGROUND:**

Board Policy 2.2 - Contract Authority, Procurement and Grants requires agency staff to present discretionary grant awards of \$250,000 or more to the Board of Trustees for approval at the time of award. Such awards must be approved in the agency budget prior to the Board's approval of the grant agreement.

---

**DISCUSSION:**

Ogden City applied to Wasatch Front Regional Council (WFRC) for Congestion Mitigation Air Quality (CMAQ) funding to support:

- Operating Costs (Federal - \$749,838)

Ogden City requested that WFRC award the funds directly to UTA. UTA has agreed through prior Board approval on December 17, 2025 (R2025-12-06) that the OGX Zero Fare be extended for one year. The CMAQ funds are not eligible to provide zero fare, but the offset of operating costs allows UTA to defer fare box revenue for one more year.

---

**GRANT SUMMARY:**

**Grantor** Federal Transit Administration  
**UTA Grant Agreement Number** UTA IPCS Grant ID 0527, FTA Temp #1167-2026-3  
**Grant Award Selection Date** 02/19/2026  
**Grant Start/End Dates** Day of Grant Execution/ July 9, 2028  
**Grant Award Amount** \$749,838  
**Grant Award Amount + Match** \$804,289  
**Amount**

---

**ALTERNATIVES:**

If grants are not executed in a timely manner reimbursement of operating costs may be delayed.

---

**FISCAL IMPACT:**

The project is included in the approved 2026-2030 Operating Budget. \$54,451 local match is covered by UTA operating funds.

---

**ATTACHMENTS:**

- Draft Grant Agreement: Draft Grant Agreement CMAQ OGX Ops 1167-2026-3

## Application

<b>Federal Award Identification Number (FAIN)</b>	N/A
<b>Application Number</b>	1167-2026-3
<b>Temporary Application Number</b>	1167-2026-3
<b>Award Name</b>	FY26 CMAQ Operating Assistance for Ogden-WSU BRT O/L UZA
<b>Application Status</b>	In-Progress
<b>Budget Revisions</b>	0

<b>Period of Performance Start Date</b>	N/A
<b>Original Period of Performance End Date</b>	7/9/2028
<b>Current Period of Performance End Date</b>	7/9/2028    Revision #: 0    Approved?: No

### Part 1: Recipient Information

**Name: UTAH TRANSIT AUTHORITY**

Recipient ID	Recipient OST Type	Recipient Alias	UEI	DUNS
1167	Transit Authority	Utah Transit Authority	PQ4YJL6FKFX6	069816163

Location Type	Address	City	State	Zip
Physical Address	669 W 200 S	SALT LAKE CITY	UT	84101
Mailing Address	669 W 200 S	SALT LAKE CITY	UT	84101

### Union Information

<b>Union Name</b>	<b>AMALGAMATED TRANSIT UNION</b>
Address 1	2261 South Redwood Road
Address 2	Suite B
City	Salt Lake City

State	UT
Zipcode	84119
Contact Name	Rod Dunn
Telephone	(801) 699-7608
Fax	(801) 972-4938
E-mail	rdunn@atu382.com
Website	
<b>Union Name</b>	<b>Teamsters Local 222</b>
Address 1	2641 South 3270 West
Address 2	
City	Salt Lake City
State	UT
Zipcode	84119
Contact Name	Spencer Hogue
Telephone	(801) 972-1898
Fax	(801) 972-8226
E-mail	spencer@teamsterslocal222.org
Website	WWW.TEAMSTERSLOCAL222.ORG

## Part 2: Application Information

**Title: FY26 CMAQ Operating Assistance for Ogden-WSU BRT O/L UZA**

Application Number	Application Status	Award Type	Application Cost Center	Date Created	Last Updated Date	From TEAM?
1167-2026-3	In-Progress	Grant	Region 8	4/30/2026	4/30/2026	No

### Application Executive Summary

This grant applies FY26 CMAQ funds in the amount of \$749,838 (federal), for operating assistance for the Ogden Express BRT (OGX). These funds were flexed from FHWA to FTA. Flexed funds will be utilized at a federal to local match ratio of 93.23 / 6.77 pursuant to U.S.C. 120(b)(2).

UTA will be utilizing pre-award authority starting 08/20/2023. Actual pre-award expenditures and obligations will be reported in the initial Federal Financial Report.

UTA will provide local match funding for this award from UTAs portion of the local sales tax, as well as other qualified revenue streams, such as advertising.

Supporting Documents Attached:  
 FHWA Transfer Letters  
 2026-2031 STIP Page

2026-2031 STIP Approval Letter  
Sliding Scale Information

**Frequency of Milestone Progress Reports (MPR)**

No Selection Made

**Frequency of Federal Financial Reports (FFR)**

No Selection Made

**Does this application include funds for research and/or development activities?**

This award does not include research and development activities.

**Pre-Award Authority**

This award is using Pre-Award Authority.

**Does this application include suballocation funds?**

Recipient organization is directly allocated these funds and is eligible to apply for and receive these funds directly.

**Will this Grant be using Lapsing Funds?**

No Selection Made

**Will indirect costs be applied to this application?**

This award does not include an indirect cost rate.

*Indirect Rate Details: N/A*

**Requires E.O. 12372 Review**

Yes, this application requires E.O. 12372 Review

*State Application ID:* UTA is exempt from this review, see attached documentation (UTA EO 12372 determinations.pdf) in recipient profile

*Date Received by State:*

**Delinquent Federal Debt**

No, my organization does not have delinquent federal debt.

## Award Description

**Purpose**

The purpose of this grant award is to provide operating assistance for UTAs Ogden Express BRT (OGX) project

**Activities to be performed:**

Operating assistance for the OGX project for three years of operating costs

**Expected outcomes:**

Increased ridership; increased access to opportunities for commuters and transit users through transit connections; and reduction in the number of single-occupancy vehicle trips

**Intended beneficiaries:**

Transit riders, residents, and employees that will use UTAs OGX service

**Subrecipient Activities:**

N/A

**Application Point of Contact Information**

First Name	Last Name	Title	E-mail Address	Phone
Luessa	Averett	Grants Development Administrator	luessa.averett@rideuta.com	(801) 867-7715

**Application Budget Control Totals**

Funding Source	Section of Statute	CFDA Number	Amount
FHWA Transfer to 5307 Urbanized Area Formula Grants	5307-3	20507	\$749,838
Local			\$54,451
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
<b>Total Eligible Cost</b>			<b>\$804,289</b>

**Application Budget**

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
1167-2026-3-P1	300-00 (300-) OPERATING ASSISTANCE	\$749,838.00	\$54,451.00	\$804,289.00	1
1167-2026-3-P1	30.80.01 OPERATING ASSISTANCE - 80% CMAQ CAPITAL	\$749,838.00	\$54,451.00	\$804,289.00	1

**Discretionary Allocations**

This application does not contain discretionary allocations.

## Part 3: Project Information

<b>Project Title: Ogden Express BRT Operating Assistance</b>
--

Project Number	Temporary Project Number	Date Created	Start Date	End Date
1167-2026-3-P1	1167-2026-3-P1	4/30/2026	8/20/2023	4/9/2028

### Project Description

This project applies federal FHWA CMAQ funds flexed to 5307 for operating assistance for OGX BRT.

Flexed funds will be utilized at a federal to local match ratio of 93.23 / 6.77 pursuant to U.S.C. 120(b)(2).

### Project Benefits

The operation support funds help provide transit connections to opportunities for commuters and transit users.

### Additional Information

N/A

### Location Description

This grant covers the OGX BRT which is from Ogden Central Station over to 25th Street up to Harrison Blvd and down to Weber State University and McKay-Dee Hospital.

## Project Location (Urbanized Areas)

UZA Code	Area Name
499560	Ogden-Layton, UT

## Congressional District Information

District	State
1	Utah

## Program Plan Information

### STIP/TIP

Date: 10/1/2024

Description: The project is included in the UDOT 2026-2031 STIP, PIN 18828, Page 28, approved on 10/1/2024.

### UPWP

Date: N/A

Description: N/A

### Long Range Plan

Date: N/A

Description: N/A

## Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
FHWA Transfer to 5307 Urbanized Area Formula Grants	5307-3	20507	\$749,838
Local			\$54,451
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
<b>Total Eligible Cost</b>			<b>\$804,289</b>

## Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
1167-2026-3-P1	300-00 (300-) OPERATING ASSISTANCE	\$749,838.00	\$54,451.00	\$804,289.00	1
1167-2026-3-P1	30.80.01 OPERATING ASSISTANCE - 80% CMAQ CAPITAL	\$749,838.00	\$54,451.00	\$804,289.00	1

## Project Budget Activity Line Items

### Budget Activity Line Item: 30.80.01 - OPERATING ASSISTANCE - 80% CMAQ CAPITAL

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
OPERATING ASSISTANCE (300-00)	30.80.01	OPERATING ASSISTANCE - 80% CMAQ CAPITAL	OPERATING ASSISTANCE	1

### Extended Budget Description

This activity funds operating assistance for the OGX project utilizing Ogden / Layton (O/L) UZA funds programmed for three years of operating costs by the Wasatch Front Regional Council (WFRC) Metropolitan Planning Organization (MPO). These operating assistance funds will cover operating costs starting from 8/20/2023 through 4/9/2028.

These Flex funds have been transferred from FHWA to FTA for operating assistance for the OGX project. This project uses FHWA Flex Funds (CMAQ). Funds will be utilized at a 93.23 / 6.77 FHWA sliding scale match ratio pursuant to 23 U.S.C. 120(b)(2). UTA will provide local match funding for this award from UTAs portion of the local sales tax, as well as other qualified revenue streams, such as

advertising.

This activity is consistent with allowable activities outlined in Circular 9030.1E, pages IV-14 to IV15 and Appendix C.

**Will 3rd Party contractors be used to fulfill this activity line item?**

No, 3rd Party Contractors will not be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
FHWA Transfer to 5307 Urbanized Area Formula Grants	5307-3	20507	\$749,838
Local			\$54,451
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
<b>Total Eligible Cost</b>			<b>\$804,289</b>

Milestone Name	Est. Completion Date	Description
Start Date	8/20/2023	
End Date	4/9/2028	

## Project Environmental Findings

**Finding: Class II(c) - Categorical Exclusions (C-List)**

**Class Level Description**

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

**Categorical Exclusion Description**

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

Date	Description	Date
	Class IIc CE Approved	

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
OPERATING ASSISTANCE (300-00)	30.80.01	OPERATING ASSISTANCE - 80% CMAQ CAPITAL	1	\$749,838.00	\$804,289.00

## Part 4: Fleet Details

No fleet data exists for this application.

## Part 5: FTA Review Comments

There are no review comments to display at this time.



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

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**Board of Trustees**

**Date:** 6/10/2026

---

**TO:** Board of Trustees  
**THROUGH:** Jay Fox, Executive Director  
**FROM:** Viola Miller, Chief Financial Officer  
**PRESENTER(S):** Tracy Young, Grants Director

**TITLE:**

**Grant Agreement: Change of Scope of Previously Awarded Carbon Reduction Program (CRP) Funds for MVX Bus Charging Support (Federal Transit Administration)**

---

**AGENDA ITEM TYPE:**

Grant Agreement

---

**RECOMMENDATION:**

Approve the change of scope for previously awarded Carbon Reduction Program (CRP) funding in the amount of \$2,215,816 for Midvalley Express (MVX) construction. The requested scope change includes funding for MVX bus charging support and expansion of CNG fueling facilities. Approval is sought to authorize the Executive Director to execute the grant agreement with the Federal Transit Administration (when drafted) in the amount of \$1,653,154 Federal grant funding for Meadowbrook Garage and \$562,662 Federal funding for Depot District.

---

**BACKGROUND:**

Board Policy 2.2 - Contract Authority, Procurement and Grants requires agency staff to present discretionary grant awards of \$250,000 or more to the Board of Trustees for approval at the time of award. Such awards must be approved in the agency budget prior to the Board's approval of the grant agreement.

---

**DISCUSSION:**

UTA seeks to reprogram its previously awarded CRP funds for the MVX construction project. The CRP grant was originally approved by the board on June 25, 2025 through resolution R2025-06-02. The proposed change of scope has received approval from Wasatch Front Regional Council, and WFRC has initiated the transfer to the Federal Transit Administration. The funds, originally slated for MVX construction, will now be used for MVX bus support by procuring charging equipment for Meadowbrook Garage. The remaining funds will be utilized to support the expansion of CNG fueling facilities at Depot District to support the 5600 West Route.

Original Award \$2,215,816 for MVX Construction

New Use of Funds:

\$1,653,154 - Depot Charging Equipment - Meadowbrook Garage UTA IPCS Grant ID 0425 (Match is from the Transit Transportation Investment Fund (TTIF) in an executed agreement)

\$562,662 - Expansion of CNG Fueling Facility - Depot District UTA IPCS Grant ID 0533 (Match is from the Transit Transportation Investment Fund (TTIF) in an executed agreement)

---

**GRANT SUMMARY:**

**Grantor** Federal Transit Administration  
**UTA Grant Agreement Number** UTA IPCS Grant ID 0425 & 0533, FTA #TBD  
**Grant Award Selection Date** 05/21/2026  
**Grant Start/End Dates** Day of Grant Execution - Period of Performance End Date  
**Grant Award Amount** \$2,215,816  
**Grant Award Amount + Match** \$2,376,720  
**Amount**

---

**ALTERNATIVES:**

If grants are not executed in a timely manner reimbursement of project costs may be delayed.

---

**FISCAL IMPACT:**

The projects are included in the approved 2026-2030 Capital Plan. Federal grant revenue and required match sources are as follows:

Meadowbrook Depot Charging  
    \$1,653,154 Federal funds  
    \$120,046 TTIF Match  
Depot District Expansion CNG Fueling Facility  
    \$562,662 Federal  
    \$40,858 TTIF Match

---

**ATTACHMENTS:**

- WFRC Change Request STIP PIN 20315 Approval Email

From: Ben Wuthrich  
 To: Haskell, Alma (Senior Grants Analyst)  
 Cc: Young, Tracy (Grants Director); Larsen, Gregg (Manager of Grant Services); Robert Pelly  
 Subject: Re: FW: WFRC Change Request STIP pin 20315  
 Date: Thursday, May 21, 2026 4:26:04 PM  
 Attachments: imaoe001.png

**This Message Is From an External Sender**  
 This message came from outside your organization.  
 CAUTION: This email originated outside of UTA. Do not click links or open attachments unless you recognize the sender and know the contents are safe.

To whom this may concern,

WFRC concurs with the request from UTA to redistribute the federal funds approved for the Midvalley Connector PIN 20315, that were transferred to FTA during the summer of 2023.

As noted, the new distribution of the \$2,215,816, programmed for PIN 20315 would be as follows;  
 \$1,653,154 for Depot Charging Equipment at the Meadowbrook Garage and \$562,662 would be transferred to PIN 7650 to be used at the Depot District for the expansion of the CNG Fueling Bay which will be for the 5600 West project.

If you have any questions, please feel free to contact me.  
 Thank you for all your good work,  
 Ben



**Ben Wuthrich**  
 Senior Transportation Engineer &  
 Transportation Improvement Program Coordinator  
**WASATCH FRONT REGIONAL COUNCIL**  
 801-647-3228

On Thu, May 7, 2026 at 4:43 PM Haskell, Alma (Senior Grants Analyst) <AHaskell@rideuta.com> wrote:

Ben,

Thank you for talking with me about this proposed change recently. Please respond to this email to confirm that these changes are approved by WFRC:

PIN	UTA Grant ID	FFY	Funds Source	Original Transferred Federal Amount	Original Project Description	Proposed Change	PIN	UTA Grant ID	FFY	Funds Source	Federal Amount	New Project Description
20315	0425	2022	CRP	\$2,215,816	MVX Construction	These funds have been transferred to FTA. Propose using reduced amount for MVX/ Meadowbrook Depot chargers and transfer the remaining portion to 5600 West Project CNG Fueling Bay Expansion	20315	0425	2022	CRP	\$1,653,154	Depot Charging Equipment at Meadowbrook Garage
							7650	New ID	2022	CRP	\$562,662	5600 West related Depot District Expansion of CNG Fueling Bay
										Total	\$2,215,816	

The Meadowbrook depot chargers will be used for vehicles that will be used on the MVX line. The remaining funds will be added to the CNG fueling bay approved in an earlier board modification – this bay will be used for CNG vehicles on the 5600 West route/project.

Thank you,



**Alma Haskell** ALCP  
 Senior Grants Analyst  
 Utah Transit Authority  
 801-741-8813 (Office)  
 801-856-5438 (Mobile)  
[ahaskell@rideuta.com](mailto:ahaskell@rideuta.com)

669 W. 200 S.  
 Salt Lake City, UT 84101  
[www.rideuta.com](http://www.rideuta.com)



# Utah Transit Authority

## MEETING MEMO

669 West 200 South  
Salt Lake City, UT 84101

---

**Board of Trustees**

**Date:** 6/10/2026

---

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

**TITLE:**  
**Pre-Procurements**  
- **Station Platform Handrail Replacement**

---

**AGENDA ITEM TYPE:**  
Pre-Procurement

---

**RECOMMENDATION:**  
Informational report for discussion

---

**BACKGROUND:**

Utah's Public Transit District Act requires all contracts valued at \$250,000 or greater to be approved by the UTA Board of Trustees. This informational report on upcoming procurements allows Trustees to be informed and provide input on upcoming procurement projects. Following the bid solicitation and contract negotiation process, final contracts for these projects will come before the board for approval.

---

**DISCUSSION:**

***Handrail Replacement***

The Facilities Department is seeking a contractor to replace and install new handrails at seven (7) station platform locations in Salt Lake City. The current handrails are worn and need to be upgraded for State of Good repair maintenance and to meet new Americans with Disabilities Act requirements. The Contractor will remove and dispose of the old railing and install sixteen (16) new handrails.

This procurement will be conducted as an RFP (Request for Proposal) where technical criteria will be evaluated and scored in addition to price. The term of this contract is to be completed in 2026. Funding for this procurement is included in the approved 2026 Facilities State of Good Repair budget. (PM- Kevin Anderson,

16791)

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**FISCAL IMPACT:**

N/A

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**ATTACHMENTS:**

- N/A