Utah Transit Authority

Board of Trustees

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, December 21, 2022 9:00 AM FrontLines Headquarters

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

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

1.	**Call to Order and Opening Remarks**	Chair Carlton Christensen
2.	**Pledge of Allegiance**	Chair Carlton Christensen
3.	**Safety First Minute**	Cathie Griffiths
4.	**Public Comment**	Chair Carlton Christensen
5.	**Consent**	Chair Carlton Christensen
	a. Approval of December 7, 2022 Board Meeting Minutes	
	b. Ratification of Amendments to Resolution R2022-12-01 - Authorizing Master Equipment Lease Purchase Agreement- Revisions	
6.	**Reports**	
	a. Executive Director's Report - Utah Valley University Green Team - Commendation - South Jordan Parkway Overhead Catenary System (OCS) Repair - Direction or Authorization to Proceed (DAP) - Depot District	Jay Fox
	b. Financial Report - October 2022	Brad Armstrong Daniel Hofer

7. Resolutions

a.	R2022-12-04 - Resolution Adopting the Authority's 2023-2027 Capital Plan	Bill Greene David Hancock Daniel Hofer
b.	R2022-12-05 - Resolution Adopting the Authority's Final 2023 Budget	Bill Greene Brad Armstrong Daniel Hofer
c.	R2022-12-06 - Resolution Adopting the Utah Transit Authority 2022-2030 Strategic Plan	Carlton Christensen
d.	R2022-12-07 - Adopting Revised Board Policies	Annette Royle
e.	R2022-12-08 - Resolution Establishing Parameters in which the Executive Director can Declare Free Fare for a Period of Time in Commemoration and Support of the 2023 NBA All-Star Game	Monica Morton Kensey Kunkel
f.	R2022-12-09 - Resolution Approving and Authorizing the Execution of the Authority's Amended Transit Agency Safety Plan (TASP)	Sheldon Shaw

8. Contracts, Disbursements and Grants

a.	Contract: Janitorial Services for all UTA Office and Maintenance Facilities (Merchants Building Maintenance)	Kevin Anderson Guy Miner
b.	Contract: Funding Agreement for Midvalley Connector (Utah Department of Transportation)	Marcus Bennett
c.	Change Order: First Amendment to the Microtransit Cooperative Agreement (Salt Lake City Corporation)	Jaron Robertson Julianne Sabula
d.	Change Order: On Demand Technologies Service Order No. 1, Amendment No. 3 - SLC Westside Contract Renewal (River North Transit, LLC / Via)	Jaron Robertson
e.	Change Order: Bus Realtime Digital Signage Modification 1 - Additional Signs for Ogden/Weber State Bus Rapid Transit (OGX) (Daktronics Inc.)	Kyle Brimley
f.	Change Order: On-Call Systems Maintenance Task Order #22-038 - Fiberoptic Construction (Rocky Mountain Systems Services)	Dean Hansen

	g.	Pre-Procurements - Credit Card Terminal Replacement	Troy Hamilton
9.	**Service and Fare Approvals**		
	a.	Fare Agreement: Pass Purchase and Administration (The Church of Jesus Christ of Latter-Day Saints)	Kensey Kunkel
	b.	Fare Agreement: Pass Purchase and Administration (IHC Health Services, Inc.)	Kensey Kunkel
	c.	Fare Agreement: Pass Purchase and Administration (SelectHealth, Inc.)	Kensey Kunkel
	d.	Fare Agreement: Pass Distribution Agreement-Amendment 1 (Visit Ogden)	Kensey Kunkel
	e.	Fare Agreement: Midtown Trolley Service Agreement - Amendment 3 (Layton City Corporation)	Jonathan Salazar
	f.	Fare Agreement: Ogden Trolley Service Agreement - Amendment 3 (Ogden City)	Jonathan Salazar
	g.	Fare Agreement: Lagoon/Station Park Shuttle Service Agreement - Amendment 3 Modification 1 (Farmington City Corporation)	Jonathan Salazar
10.	**Budget and Other Approvals**		
	a.	Zero-Emission Bus Transition Plan - FY2022	Andres Colman Kyle Stockley
	b.	UTA Policy - UTA.05.05 - Hardship Recognition	Jacob Ekker
11.	**Other Business**		Chair Carlton Christensen
	a.	Next Meeting: Wednesday, January 11th, 2023 at 9:00 a.m.	
12.	**Closed Session**		Chair Carlton Christensen
	a.	Strategy Session to Discuss Collective Bargaining	
13.	**Open Session**		Chair Carlton Christensen
14.	**Adjourn**		Chair Carlton Christensen

Meeting Information:

- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.
- Members of the Board of Trustees and meeting presenters will participate in person, however trustees may join electronically as needed with 24 hours advance notice.
- Meeting proceedings may be viewed remotely by following the meeting portal link on the UTA Board Meetings page - https://www.rideuta.com/Board-of-Trustees/Meetings
- In the event of technical difficulties with the remote 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.
- Public Comment may also be given through alternate means. See instructions below.
    - Comment online at https://www.rideuta.com/Board-of-Trustees
    - Comment via email at boardoftrustees@rideuta.com
    - Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the board meeting.
    - Comments submitted before 2:00 p.m. on Tuesday, December 20th will be distributed to board members prior to the meeting.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO: Board of Trustees
THROUGH: Jana Ostler, Board Manager
FROM: Jana Ostler, Board Manager

TITLE:

Approval of December 7, 2022 Board Meeting Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the December 7 , 2022, Board of Trustees meeting

BACKGROUND:
A meeting of the UTA Board of Trustees was held in person at UTA Frontlines Headquarters and broadcast live via the UTA Board Meetings page on Wednesday December 7, 2022 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/798019.html> and video feed is available through the UTA Board Meetings page <https://rideuta.com/Board-of-Trustees/Meetings>.

ATTACHMENTS:
1. 2022-12-07_BOT_Minutes_unapproved

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, December 7, 2022 9:00 AM FrontLines Headquarters

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

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

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Trustee Jeff Acerson provided a brief safety message.

4. Public Comment

No in-person public comment was given. Online public comment received was distributed to the board for review in advance of the meeting and is included in Appendix A to these minutes.

5. Consent

a. Approval of November 10, 2022 Board Budget Hearing Minutes

b. Approval of November 30, 2022 Board Meeting Minutes

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's Report

- **Employee memorials**

Quarter Century Club

Jay Fox, UTA Executive Director, mentioned a recent gathering of the Quarter Century Club. The Quarter Century Club is comprised of active and retired employees of the

agency with 20 or more years of service.

Employee Memorials.
Casey Brock, UTA Bus Communications Supervisor, memorialized UTA employee Roger Hedden.

Cherryl Beveridge, UTA Chief Operating Officer was joined by Camille Glenn, UTA Acting Light Rail General Manager, Marco Gamonal, UTA Manager - Light Rail Vehicle Maintenance, and Rob Harper, UTA Assistant Manager - Light Rail Vehicle Maintenance. Mr. Harper memorialized UTA employee Dan Christenson.

Both Mr. Christenson and Mr. Hedden passed away in November 2022.

7. Resolutions

a. R2022-12-01 - Resolution Authorizing the Financing of Transit Vehicles through a Master Equipment Lease-Purchase Agreements, and Related Matters

Troy Bingham, UTA Comptroller, was joined by Randall Larsen with Gilmore & Bell. Mr. Bingham summarized the resolution, which:

- Authorizes the financing of eligible equipment through a five-year master equipment lease-purchase agreement
- Approves the bid of Banc of America Public Capital Corp as lessor to the master lease and approves the 2022B schedule to the master lease
- Delegates authority to certain officers of UTA to approve the final terms and provisions of the master lease and the 2022B schedule and execute the same

Mr. Larsen explained changes made to the agreements between the time the meeting packet was posted and today's meeting. Specifically, the agreements were revised to include:

- Greater clarity on the three different lease schedules
- Provisions authorizing designated officers to "lock in" at different rates

Discussion ensued. Questions on the cost benefits of leasing over bonding, redundant options for delegating authority to officers, and opportunities for rate adjustments were posed by the board and answered by staff.

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

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

b. R2022-12-02 - Resolution Authorizing the Execution of a Federal Transit Administration Areas of Persistent Poverty (AoPP) Grant Agreement for the Paratransit Forward Study

Patti Garver, UTA Manager of Environmental & Grant Services, was joined by Tracy Young, UTA Grants Director. Ms. Garver described the resolution, which authorizes execution of a $385,584 AoPP grant agreement with the Federal Transit Administration (FTA) for a paratransit forward study. The local match on the project is $55,000 and will be provided on an in-kind basis by the University of Utah ($35,000) and Via Transportation ($20,000).

Ms. Young indicated the study will assess impacts of paratransit services on persistent poverty populations based on data and utilization with the intent to identify and address disparities.

Discussion ensued. Questions on the intent of the study, timeline, and University of Utah involvement were posed by the board and answered by staff.

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

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

c. R2022-12-03 - Resolution Authorizing the Execution of a Federal Transit Administration American Rescue Plan Act (ARPA) Route Planning Restoration Program Agreement for an Equity Index Study to Restore Routes

Ms. Garver was again joined by Ms. Young. Ms. Garver outlined the resolution, which authorizes execution of a $300,000 ARPA grant with the FTA for an equity index study. The study will:

- Develop an equity index considering environmental justice factors, car ownership, and other applicable index factors
- Provide information about the travel patterns of relevant populations
- Restore or improve routes to increase ridership and support households that do not drive and have a need for transit connections
- Create a strategy to inform locations of passengers that need and use public transit the most

Discussion ensued. A question on route restoration plans was posed by the board and answered by staff.

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

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

8. Contracts, Disbursements and Grants

a. Contract: Snow Removal for Salt Lake County Park & Ride/TRAX (Roth Landscape Services)

Kevin Anderson, UTA Director of Maintenance Support, was joined by Guy Miner, UTA Facilities Maintenance Manager. Mr. Anderson requested the board approve a five-year contract with Roth Landscape Services for snow removal services at UTA parking lots and park-and-rides in Salt Lake County. The contract has a total estimated value of $1,000,000, with the final contract value determined by seasonal snowfall amounts.

Discussion ensued. Questions on work prioritization and previous experience with the vendor were posed by the board and answered by Mr. Anderson.

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

b. Contract: Snow Removal for Frontrunner North and OGX (Yard Masters, Inc.)

Mr. Anderson was again joined by Mr. Miner. Mr. Anderson requested the board approve a five-year contract with Yard Masters, Inc. for snow removal services at UTA parking lots and park-and-rides in along the FrontRunner North and OGX alignments. The contract has a total estimated value of $250,000, with the final contract value determined by seasonal snowfall amounts.

Discussion ensued. Questions on previous experience with the vendor and the division of work between UTA and Weber State University at the Dee Events Center were posed by the board and answered by Mr. Anderson.

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

c. Contract: OGX Parcel 129 Property Settlement Agreement (Rehman Family Properties #2)

Paul Drake, UTA Director of Real Estate & Transit-Oriented Development, was joined by Spencer Burgoyne, UTA Manager of Property Administration. Mr. Burgoyne requested the board approve a $219,000 contract with Rehman Family Properties #2 to settle a property appraisal dispute on Parcel 129 on the OGX alignment.

Discussion ensued. Questions on other businesses experiencing access issues and appraisal criteria identification processes were posed by the board and answered by staff.

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

d. Change Order: On-Call Systems Maintenance Task Order #22-037 - Signal and Communication Designs for the Maintenance of Way Training Yard (Rocky Mountain Systems Services)

Dean Hansen, UTA Manager - Systems Engineering, requested the board approve a $325,183 change order to the contract with Rocky Mountain Systems Services for design services associated with the maintenance of way training facility. The total contract, including the change order, is $13,968,581.

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

e. Change Order: Vehicle Procurement Management Consultant Modification No. 2 for Increased Services (Mott MacDonald, LLC)

Kyle Stockley, UTA Rail Infrastructure Project Manager, requested the board approve a $1,500,000 change order to the contract with Mott MacDonald, LLC to support the procurement of light rail and commuter rail vehicles beginning in 2023. The total base contract, including the change order, is $3,300,000.

Discussion ensued. A question on the scope of work performed by the consultants was posed by the board and answered by Mr. Stockley.

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

f. Change Order: FrontRunner WiFi Service Modification No. 16 for Cab Car Antenna Upgrade (The GBS Group)

Jarvie Curtis, UTA IT Manager - Communications & Deployment, requested the board approve a $328,167 change order to the contract with The GBS Group for Wi-Fi equipment upgrades on 21 FrontRunner vehicles. (The meeting memo noted the total contract value reported at the time Modification No. 14 was made was incorrect and this modification, along with its associated documentation, corrects the previous error.) The total contract value, including the change order, is $3,774,389.88.

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

g. Pre-Procurements

- **Electronic platform signs and public address (PA) system**

Todd Mills, UTA Director of Supply Chain, was joined by Marci Warren, UTA IT Project Manager. Mr. Mills indicated the agency intends to procure the goods listed on the agenda.

Discussion ensued. Questions on the life expectancy of the new LCD signs, platform wiring, decibel levels on the PA system, and UTA team responsible for public announcements were posed by the board and answered by staff.

9. Service and Fare Approvals

Monica Morton, UTA Fares Director, was joined by Andres Colman, UTA Regional General Manager - Salt Lake Business Unit. Ms. Morton presented information on the fare agreements with ski resorts in Utah and Salt Lake counties.

Discussion ensued. Questions on anticipated participation levels at Solitude and readiness for ski service implementation were posed by the board and answered by staff.

a. Fare Agreement: Ski Bus - Agreement (Sundance Ski Resort)

Ms. Morton requested the board approve an agreement with Sundance Ski Resort for bus service during the 2022-2023 ski season. The estimated contract value is $1,000.

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

b. Fare Agreement: Ski Bus - Amendment 1 (Alta Ski Resort Company)

Ms. Morton requested the board approve amendment 1 to the agreement with Alta Ski Resort Company for bus service during the 2022-2023 ski season. The estimated amendment value is $50,000-$70,000. The total contract value, including the amendment, is $120,000-$140,000.

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

c. Fare Agreement: Ski Bus - Amendment 2 (Snowbird Ski Resort, LLC)

Ms. Morton requested the board approve amendment 2 to the agreement with Snowbird Ski Resort, LLC for bus service during the 2022-2023 ski season. The estimated amendment value is $166,000-$220,000. The total contract value, including the amendment, is $435,200-$489,200.

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

d. Fare Agreement: Ski Bus - Amendment 1 (Solitude Mountain Resort)

Ms. Morton requested the board approve amendment 1 to the agreement with Solitude Mountain Resort for bus service during the 2022-2023 ski season. The estimated amendment value is $240,000-$300,000. The total contract value, including the amendment, is $657,000-$717,000.

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

e. Fare Agreement: Ski Bus - Amendment 1 (Brighton Ski Resort)

Ms. Morton requested the board approve amendment 1 to the agreement with

Brighton Ski Resort for bus service during the 2022-2023 ski season. The estimated amendment value is $87,000-$122,000. The total contract value, including the amendment, is $197,800-$232,800.

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

f. Fare Agreement: Ski Bus - Amendment 3 (Snowbasin Resort Company)

Ms. Morton was joined by Jonathan Salazar, UTA Acting Regional General Manager - Mt. Ogden Business Unit. Mr. Salazar requested the board approve amendment 3 to the agreement with Snowbasin Resort Company for bus service during the 2022-2023 ski season. The amendment value is $74,611. The total contract value, including the amendment, is $169,775.

Discussion ensued. Questions on parameters for the Snow Basin service were posed by the board and answered by staff.

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

g. Fare Agreement: Ski Bus - Amendment 2 (SMHG Management LLC/Powder Mountain)

Mr. Salazar requested the board approve amendment 2 to the agreement with SMHG Management LLC/Powder Mountain for bus service during the 2022-2023 ski season. The amendment value is $58,724. The total contract value, including the amendment, is $173,600.

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

h. Fare Agreement: Ski Bus - Amendment 3 (Davis County)

Mr. Salazar requested the board approve amendment 3 to the agreement with Davis County for bus service during the 2022-2023 ski season. The amendment value is $43,839. The total contract value, including the amendment, is $245,232.

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

i. Fare Agreement: Ski Bus - Modification 1 to Amendment 2 (Morgan County)

Mr. Salazar requested the board approve modification 1 to amendment 2 to the agreement with Morgan County for bus service during the 2022-2023 ski season. The modification value is $3,299. The total contract value, including modifications and amendments, is $19,872.

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

10. Budget and Other Approvals

a. UTA Policy - UTA.05.06 - Training and Development

Linda Watts, UTA Director of Talent Development, summarized key updates to the training and development policy, including:

- Correcting items inadvertently left out of the policy when it was last revised in 2015
- Correcting the section on responsible parties
- Consolidating three policies into a single policy

Discussion ensued. A question on the inclusion of a legal review of training materials was posed by the board and answered by staff. Mr. Fox committed to evaluate the need to include a legal review of training materials in the policy.

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

11. Discussion Items

a. 2023-2027 Five Year Capital Plan

Bill Greene, UTA Chief Financial Officer, was joined by Mary DeLoretto, UTA Chief Service Development Officer, and Daniel Hofer, UTA Director of Capital Assets & Project Controls. Mr. Hofer outlined changes made to the five-year plan since it was presented at the November 2, 2022 UTA Local Advisory Council meeting. He then reviewed the five-year capital budget by year and program/project summary and provided detail on major capital and state of good repair projects. Mr. Hofer went on to highlight the 2023 capital budget, including detail on state of good repair items. He concluded by discussing projects with unsecured or pending funding and next steps in the budget approval process.

Mr. Greene clarified the $15 million dollar increase referenced in the presentation is an increase to the five-year capital plan, not the budget, and is reflected in the later years of the plan.

Discussion ensued. Questions on future funding for stray current mitigation and budget for light rail vehicles were posed by the board and answered by staff.

b. UTA 2023 Final Budget and Public Engagement Report

Mr. Greene was joined by Ms. DeLoretto, Brad Armstrong, UTA Director of Budget & Financial Strategy, and Megan Waters, UTA Community Engagement Director. Mr. Greene provided a summary of the 2023 operating and capital budgets and compared the 2023 tentative operating and capital budgets to the final operating and capital budgets. He outlined the next steps in the budget approval process and discussed five-year sources and uses forecasts.

Ms. Waters highlighted public engagement efforts related to the budget.

Discussion ensued. Questions on financial forecasts, fuel prices, and offsets from sales tax reductions were posed by the board and answered by staff. Chair Christensen recommended distributing the updated final budget to external stakeholders prior to its adoption.

Chair Christensen called for a recess at 10:42 a.m.

The meeting reconvened at 10:54 a.m.

c. 2023-2027 UTA Five-Year Service Plan Final Draft Network

Ms. Waters was joined by Eric Callison, UTA Manager of Service Planning. Mr. Callison reviewed the five-year service plan development process and the proposed final draft of the five-year service plan. He outlined specific service changes included in the plan by year. Mr. Callison spoke about the long-term vision informing the plan and specific initiatives contemplated in the future. He then detailed the timeline for the five-year service plan approval process.

Discussion ensued. Questions on fiscal constraints on service implementation, increased ridership on route 205, timing for implementation of service in northwest Utah County, and plans for service in west Davis County were posed by the board and answered by staff. Trustee Holbrook requested an update on operator recruitment and retention efforts.

d. Utah Transit Authority 2022-2030 Strategic Plan Draft

Annette Royle, UTA Director of Board Governance, spoke about the strategic planning process, updated mission and vision statements, and strategic priorities. The five strategic priorities are:

- Exceeding customer expectations
- Moving Utahns to a better quality of life
- Building community support
- Generating critical economic return
- Achieving organizational excellence

Ms. Royle concluded by outlining the next steps in the strategic plan approval process, as well as the next phases of the strategic plan implementation.

Discussion ensued. The board expressed appreciation to the executive staff for their collaboration in getting the plan to this point and excitement for employee engagement in the work plan.

12. Other Business

a. Next Meeting: Wednesday, December 21st, 2022 at 9:00 a.m.

13. Closed Session

a. Strategy Session to Discuss Collective Bargaining

Chair Christensen indicated there were matters to be discussed in closed session relative to collective bargaining. A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, for a closed session. The motion carried by a unanimous vote and the meeting reconvened in closed session at 11:53 a.m.

14. Open Session

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to return to open session. The motion carried by a unanimous vote and the meeting reconvened in open session at 12:26 p.m.

15. 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 12:27 p.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
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, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/798019.html> for entire content.

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

Appendix A
Online Public Comment

From Paisley Tarboton:

I am writing to submit a public comment for the UTA board of trustees meeting 12/07/2022. I am concerned about the many schedule reductions being made on the December 11 change day, as a result of staffing shortages. Changes such as elimination of some trips and frequency reductions from 30 to 60 minutes have a significant impact on riders' abilities to use the bus system to get to work, school, and other critical appointments.

UTA's five year plan includes goals to improve frequency and coverage of service in order to increase ridership. These are wonderful goals that will help make our air healthier, our streets less congested, and our communities better connected to resources and workplaces. The current reduction in service is a step in the wrong direction. I understand that it is intended to be temporary. However, the transit system available right now affects commuters' long term decisions such as whether to buy a second car, where to rent an apartment, and what job to take. To support long term ridership, UTA needs build trust by providing consistent, reasonably fast service around which residents can plan their lives.

I ask you to urgently address the staffing shortages and return buses to their current schedules soon.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO: Board of Trustees
FROM: Annette Royle, Director of Board Governance

TITLE:

Ratification of Amendments to Resolution R2022-12-01 - Authorizing Master Equipment Lease Purchase Agreement- Revisions

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Ratify amendments made to Resolution R2022-12-01 at the Board's December 7, 2022 Board meeting through an amended motion recommended by counsel

BACKGROUND:
At the Board of Trustees December 7, 2022 Board Meeting, counsel presented a resolution to authorize a Master Equipment Lease Purchasing Agreement to the Board for approval. Due to the request of the funder, two small edits to the resolution were proposed by counsel for Board approval. Those include:

- Adding language to clarify the three different lease schedules
- Provision authorizing Designated Officers to confirm rate locks

At that meeting, the Board offered a motion to approve Resolution R2022-12-01 as modified by counsel. Those redlined edits are attached to this consent item for the Board to ratify and to provide transparency to the final resolution executed on December 7, 2022.

ATTACHMENTS:
1. Resolution R2022-12-01 (marked-up), as amended by motion on December 7, 2022

Note - this attachment excludes the exhibits to the resolution. The executed resolution, including exhibits, can be viewed on the UTA Board of Trustees Meeting webpage for December 7, 2022 here: <https://rideuta.legistar.com/LegislationDetail.aspx?ID=5956381&GUID=B8CB659D-0592-4EC9-BF57-

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY AUTHORIZING THE FINANCING OF TRANSIT VEHICLES THROUGH A MASTER EQUIPMENT LEASE-PURCHASE AGREEMENT; AND RELATED MATTERS

R2022-12-01 December 7, 2022

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

WHEREAS, the Board of Trustees (the "Board") of the Authority has authority to enter into lease agreements to provide for the financing of certain equipment; and

WHEREAS, in order to finance the acquisition and installation of certain vehicles, equipment and other capital costs to be used by the Authority for the benefit of its public transit system (the "Project"), the Board finds and determines that it is necessary and in the best interests of the Authority to authorize the appropriate officials of the Authority to enter into (i) a Master Equipment Lease-Purchase Agreement (the "Master Lease"), to be supplemented as per the equipment needs of the Authority with schedules of property (the "Supplements"), and (ii) athe first supplements to the Master Lease (the "2022B Schedules" and collectively with the Master Lease, the "Lease"); and

WHEREAS, there has been presented to the Board at this meeting a form of the Lease; and

WHEREAS, the Authority has previously authorized the distribution of a Request for Proposals in connection with its lease purchase financings and the Board now desires to accept the proposal of Banc of America Public Capital Corp (the "Lessor"), with such proposal attached hereto as Exhibit B (the "Proposal"); and

WHEREAS, in order to allow the Authority flexibility in timing the execution of the Lease and to minimize costs to the Authority, the Board desires to grant to any two of the Treasurer, Comptroller, or Executive Director of the Authority (each a "Designated Officer") the authority to (a) approve the principal amounts, interest rates, terms, description of equipment, and other pricing terms of the lease and (b) authorize any two of the Designated Officers to execute a finalized version of the Lease; and

NOW, THEREFORE, it is hereby resolved by the Board of Trustees of the Utah Transit Authority, as follows:

1. Terms defined in the foregoing recitals shall have the same meaning when used in the body of this Resolution.

2. For the purpose of providing funds to be used for the financing of the Project, the Board hereby authorizes the Designated Officers of the Authority to enter into the Lease all within the parameters set forth in Section 4 hereof. The execution of the Lease shall be subject to the final advice of counsel for the Authority.

3. The form of the Lease substantially as presented to this meeting and attached hereto as Exhibit A is hereby authorized, approved and confirmed. All terms and provisions of the Lease are hereby incorporated in this Resolution. The Designated Officers of the Authority are hereby authorized to approve the final terms for the Lease and the Designated Officers may execute and deliver the Lease in substantially the same form and with substantially the same content as the form of the Lease presented at this meeting for and on behalf of the Authority with final terms as may be established for the Lease within the parameters set forth herein and with such alterations, changes or additions as may be necessary or as may be authorized by Section 5 hereof. The Designated Officers of the Authority are hereby authorized to specify and agree as to the final principal amounts, interest rates, terms, description of equipment, and other pricing terms with respect to the Lease for and on behalf of the Authority and any changes thereto from those terms which were before the Board at the time of adoption of this Resolution, provided such terms are within the parameters set by this Resolution, with such approval to be conclusively established by the execution of the Lease by the Designated Officers.

4. In order to finance the Project, the Board hereby finds and determines that it is in the best interests of the Authority and residents within the Authority, for the Authority to enter into an initial lease arrangement with substantially the same provisions of the Lease, with an aggregate principal amount for the 2022B Schedule of not more than $49,300,000, to bear interest at an interest rate of not to exceed a calculation based upon 79% of the ~~Tax Exempt~~average-life SOFR Swap~~s~~ Based Index rates, as provided in Lessor's Proposal attached hereto as Exhibit B, plus a spread of not to exceed (i) .3621% for a six year lease, (ii) .5324% for an eight year lease, (iii) .5347 for a ten year least and (iv) .8521% for a fourteen year lease, plus any rate lock options as may be approved by the Designated Officers, and terms of not to exceed fourteen years, as shall be approved by the Designated Officers, all within the Parameters set forth herein (the "Parameters"). The Designated Officers may approve and execute the Lease, within the P~~p~~arameters ~~described herein~~, following adoption of this Resolution.

5. The Designated Officers are authorized to make any alterations, changes or additions to the Lease or any other document herein authorized and approved which may be necessary to correct errors or omissions therein, to complete the same, to remove ambiguities therefrom, to conform the same to other provisions of said instruments, to the provisions of this resolution or any resolution adopted by the Board or the provisions of the laws of the State of Utah or the United States or to the agreement with the lessor.

6. Any of the Designated Officers are hereby authorized and directed to execute and deliver for and on behalf of the Board and the Authority any or all additional certificates, documents and other papers (including escrow and investment agreements) and to perform all other acts they may deem necessary or appropriate in order to implement and carry out the matters authorized in this Resolution and the documents authorized and approved herein.

7. The Board hereby accepts the offer of the Lessor to the Lease, with the terms as prescribed in the Proposal attached hereto as Exhibit B, as permitted by law and with the advice of counsel.

8. On March 23, 2022, the Treasurer signed on behalf of the Authority, an intention and reasonable expectation of the Authority to use up to $14,000,000 of proceeds of tax-exempt lease-purchase agreements to reimburse itself for expenditures for costs of the Project. The lease-purchase agreements are to be executed and the reimbursements made, by the later of 18-months after the payment of the costs or after the Project is placed in service, but in any event, no later than three years after the date the original expenditure was paid.

9. The Authority hereby declares its intention and reasonable expectation to use proceeds from the lease financings to reimburse itself for expenditures for costs of the Project. The Authority intends that the Leases are to be executed and the reimbursements are to be made by the later of 18-months after the payment of the costs or after the Project is placed in service, but in any event, no later than three years after the date the original expenditures was paid. The Authority anticipates that the maximum principal amount of the Leases executed to finance the Project will not exceed $237,978,154.

10. The Designated Officers are hereby authorized to take all action necessary or reasonably required by the Lease to carry out, give effect to and consummate the transactions as contemplated thereby and are authorized to take all action necessary in conformity with the Act.

11. As permitted by Section 17B-1-102(3) of the Utah Code, the Board hereby elects to not treat the Lease as a bond for purposes of Utah Code Title 11, Chapter 14, Local Government Bonding Act or Title 11, Chapter 27, Utah Refunding Bond Act.

12. If any provisions of this Resolution should be held invalid, the invalidity of such provisions shall not affect the validity of any of the other provisions of this Resolution.

13. All resolutions of the Board or parts thereof inconsistent herewith, are hereby repealed to the extent only of such inconsistency. This repealer shall not be construed as revising any bylaw, order, resolution or ordinance or part thereof.

14. This Resolution shall become effective immediately upon its adoption.

Approved and adopted this 7th day of December, 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

_____
Legal Counsel

EXHIBIT A

FORM OF LEASE

EXHIBIT B

RFP AND PROPOSAL

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

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

TITLE:

Executive Director's Report

- **Utah Valley University Green Team**
- **Commendation - South Jordan Parkway Overhead Catenary System (OCS) Repair**
- **Direction or Authorization to Proceed (DAP) - Depot District**

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

DISCUSSION:
Jay Fox, Executive Director, will report on recent activities of the agency and other items of interest.

- Utah Valley University Green Team (Brad Parkin)
- Commendation - South Jordan Parkway Overhead Catenary System (OCS) Repair (Cherryl Beveridge, Kevin Anderson)
- Direction or Authorization to Proceed (DAP) - Depot District (David Osborn)

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	William Greene, Chief Financial Officer
PRESENTER(S):	Brad Armstrong, Director of Budget and Strategic Analysis Dan Hofer, Director of Capital Assets and Controls

TITLE:

Financial Report - October 2022

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion.

BACKGROUND:
The Board of Trustees Policy No. 2.1, Financial Management, directs the Chief Financial Officer to present monthly financial statements stating the Authority's financial position, revenues, and expense to the Board of Trustees as soon as practical with monthly and year-to-date budget versus actual report to be included in the monthly financial report.

The October 2022 Monthly Financial Statements have been prepared in accordance with the Financial Management Policy and are being presented to the Board. Also provided, is a status report on Capital program delivery and the monthly Board Dashboard which summarizes key information from the October 2022 Monthly Financial Statements.

DISCUSSION:
At the December 21st meeting, the Director of Budget and Financial Strategy will review the Board Dashboard key items, passenger revenues, sales tax collections and operating expense variances and receive questions from the Board of Trustees.

The Director of Capital Assets and Project Controls will also review the status of capital projects and receive

questions from the Board of Trustees.

ALTERNATIVES:
Informational report

FISCAL IMPACT:
Informational report

ATTACHMENTS:
October 2022 Board Dashboard

October 2022 Monthly Financial Statements

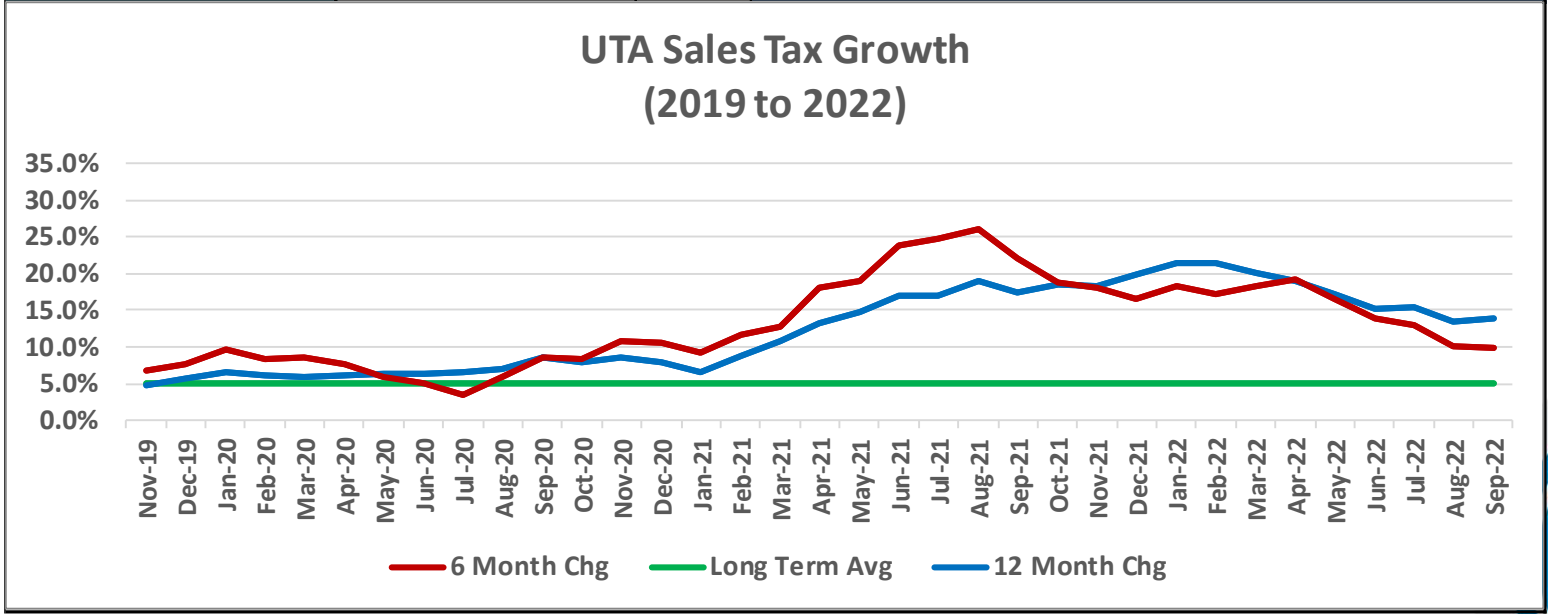
UTA Board Dashboard October 2022

UTAH TRANSIT AUTHORITY

Utah Transit Authority

Board Dashboard: October 31, 2022

Financial Metrics	Oct Actual	Oct Budget	*Fav/ (Unfav)*	*%*	YTD Actual	YTD Budget	*Fav/ (Unfav)*	*%*
Sales Tax (Sept '22 mm $)	$ 42.8	$ 39.1	*$ 3.75*	*9.6%*	$ 357.1	$ 323.3	*$ 33.81*	*10.5%*
Fare Revenue (mm)	$ 2.6	$ 2.9	*$ (0.28)*	*-9.6%*	$ 28.5	$ 28.3	*$ 0.20*	*0.7%*
Operating Exp (mm)	$ 26.9	$ 31.2	*4.28*	*13.7%*	$ 282.4	$ 300.3	*$ 17.85*	*5.9%*
Subsidy Per Rider **(SPR)**	$ 8.25	$ 13.25	*$ 5.00*	*37.7%*	$ 9.62	$ 13.25	*$ 3.63*	*27.4%*
UTA Diesel Price ($/gal)	$ 4.25	$ 2.75	*$ (1.50)*	*-54.6%*	$ 3.91	$ 2.75	*$ (1.16)*	*-42.1%*
Operating Metrics	**Oct Actual**	**Oct-21**	***F/ (UF)***	***%***	**YTD Actual**	**YTD 2021**	***F/ (UF)***	***%***
Ridership (mm)	2.94	2.37	*0.6*	*24.1%*	26.39	19.50	*6.9*	*35.4%*
Alternative Fuels	**CNG Price** (Diesel Gal Equiv)		$ 1.63					

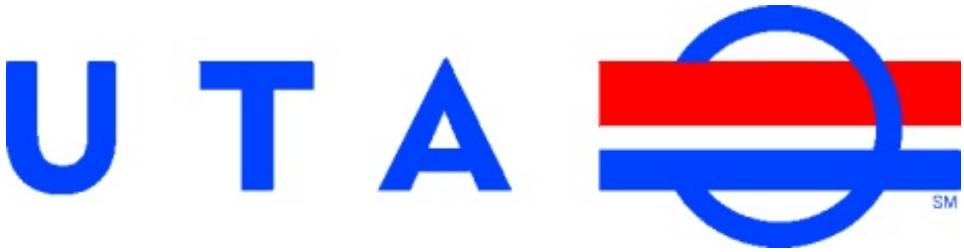


Utah Transit Authority

Financial Statement

(Unaudited)

October 31, 2022



KEY ITEM REPORT
(UNAUDITED)
As of October 31, 2022

EXHIBIT 1-1

		2022 YTD ACTUAL	2022 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE
1	Operating Revenue	$ (30,284,431)	$ (29,380,578)	$ 903,853	3%
2	Operating Expenses	282,421,042	300,266,058	17,845,016	6%
3	Net Operating Income (Loss)	(252,136,611)	(270,885,480)	18,748,869	7%
4	Capital Revenue	(120,829,437)	(202,365,128)	(81,535,691)	-40%
5	Capital Expenses	140,702,034	278,454,250	137,752,216	49%
6	Net Capital Income (Loss)	(19,872,597)	(76,089,122)	56,216,525	74%
7	Sales Tax	(386,229,735)	(356,170,000)	30,059,735	8%
8	Other Revenue	(234,411,003)	(176,293,430)	58,117,573	33%
9	Debt Service	68,231,359	73,379,474	5,148,114	7%
10	Sale of Assets	(2,437,039)	-	2,437,039	
11	Net Non-Operating Income (Loss)	554,846,418	459,083,956	95,762,461	21%
12	Contribution to Cash Balance	$ 282,837,210	$ 112,109,355	$ 170,727,855	152%
13	Amortization	9,034,719			
14	Depreciation	119,010,514			
15	Total Non-cash Items	$ 128,045,233			

STATISTICS

RIDERSHIP

	2021 Actual	October 2022	October 2021	Difference	2022 YTD	2021 YTD	Difference
16	23,961,002	2,943,126	2,380,742	562,384	26,392,188	19,548,258	6,843,930

OPERATING SUBSIDY PER RIDER -

			SPR
17	Net Operating Expense	$	282,421,042
18	Less: Passenger Revenue	-	(28,457,431)
19	Subtotal		253,963,611
20	Divided by: Ridership	÷	26,392,188
21	Subsidy per Rider	$	9.62

SUMMARY FINANCIAL DATA
(UNAUDITED)
As of October 31, 2022

EXHIBIT 1-2

BALANCE SHEET

		10/31/2022	10/31/2021
	CURRENT ASSETS		
1	Cash	$ 68,905,007	$ 19,185,740
2	Investments (Unrestricted)	505,255,798	297,835,449
3	Investments (Restricted)	110,091,088	146,312,676
4	Receivables	76,283,308	73,883,681
5	Receivables - Federal Grants	3,872,751	92,782,039
6	Inventories	39,053,562	34,946,204
7	Prepaid Expenses	1,684,756	1,737,718
8	TOTAL CURRENT ASSETS	$ 805,146,270	$ 666,683,507
9	Property, Plant & Equipment (Net)	2,911,453,053	2,898,270,614
10	Other Assets	123,232,467	143,621,802
11	TOTAL ASSETS	$ 3,839,831,790	$ 3,708,575,923
12	Current Liabilities	96,695,133	91,560,078
14	Net Pension Liability	90,642,486	96,783,597
15	Outstanding Debt	2,357,004,896	2,394,341,045
16	Net Investment in Capital Assets	674,150,479	696,382,461
17	Restricted Net Position	80,277,727	64,556,505
18	Unrestricted Net Position	541,061,069	364,952,237
19	TOTAL LIABILITIES & EQUITY	$ 3,839,831,790	$ 3,708,575,923

RESTRICTED AND DESIGNATED CASH AND CASH EQUIVALENTS RECONCILIATION

	RESTRICTED RESERVES		
20	Debt Service Reserves	$ (6)	$ 3,242
21	2010/2015 Bond DSR Proceeds	-	338
22	2018 Bond Proceeds	4,016,153	13,276,947
23	2019 Bond Proceeds	22,700,770	64,348,021
24	Debt Service Interest Payable	57,705,410	53,166,809
25	Risk Contingency Fund	8,049,109	8,043,588
26	Catastrophic Risk Reserve Fund	1,103,279	1,100,598
27	Box Elder County ROW (sales tax)	2,348,222	1,926,091
28	Utah County 4th Qtr (sales tax)	6,038,666	-
29	Davis County Escrow	-	299,555
30	SL County Escrow	-	8
31	Amounts held in escrow	8,129,485	4,144,479
32	TOTAL RESTRICTED RESERVES	$ 110,091,088	$ 146,309,676
	DESIGNATED GENERAL AND CAPITAL RESERVES		
33	General Reserves	65,368,000	$ 58,778,000
34	Service Sustainability Reserves	10,895,000	9,796,000
35	Capital Reserve	45,616,000	44,338,000
36	Debt Reduction Reserve	30,000,000	30,000,000
37	TOTAL DESIGNATED GENERAL AND CAPITAL RESERVES	$ 151,879,000	$ 142,912,000
38	TOTAL RESTRICTED AND DESIGNATED CASH AND EQUIVALENTS	$ 261,970,088	$ 289,221,676

SUMMARY FINANCIAL DATA
(UNAUDITED)
As of October 31, 2022

EXHIBIT 1-3

REVENUE & EXPENSES

		ACTUAL Oct-22	ACTUAL Oct-21	YTD 2022	YTD 2021
	OPERATING REVENUE				
1	Passenger Revenue	$ (2,632,802)	$ (3,036,843)	$ (28,457,431)	$ (25,156,598)
2	Advertising Revenue	(193,500)	(180,000)	(1,827,000)	(1,428,529)
3	TOTAL OPERATING REVENUE	$ (2,826,302)	$ (3,216,843)	$ (30,284,431)	$ (26,585,127)
	OPERATING EXPENSE				
4	Bus Service	$ 9,425,883	$ 9,093,894	$ 100,445,157	$ 89,404,521
5	Commuter Rail	2,770,858	1,969,525	23,188,208	18,816,770
6	Light Rail	3,260,536	2,617,434	32,962,656	31,466,617
7	Maintenance of Way	1,476,257	1,576,784	15,435,320	15,774,518
8	Paratransit Service	1,878,747	1,989,148	20,880,008	19,853,685
9	RideShare/Van Pool Services	239,319	130,523	2,764,975	2,967,374
10	Microtransit	677,679	325,086	4,701,810	1,749,252
11	Operations Support	4,280,683	3,640,871	47,140,687	40,150,459
12	Administration	2,551,380	2,388,396	28,567,227	25,738,656
13	Planning/Capital Development/Real Estate	338,651	898,689	6,334,994	5,679,978
14	Non-Departmental	-	-	-	-
15	TOTAL OPERATING EXPENSE	$ 26,899,993	$ 24,630,350	$ 282,421,042	$ 251,601,830
16	NET OPERATING (INCOME) LOSS	$ 24,073,691	$ 21,413,507	$ 252,136,611	$ 225,016,703
	NON-OPERATING EXPENSE (REVENUE)				
17	Investment Revenue	(1,252,721)	(121,309)	(5,587,872)	(1,107,083)
18	Sales Tax Revenue[1]	(34,720,377)	(38,054,814)	(386,229,735)	(342,947,261)
19	Other Revenue	(3,232,314)	(587,350)	(11,401,224)	(7,760,412)
20	Fed Operations/Preventative Maint. Revenue	-	(25,193,732)	(217,421,907)	(216,287,580)
21	Bond Interest	6,344,547	7,240,169	65,340,608	73,163,771
22	Bond Interest UTCT	152,441	159,454	1,524,366	-
23	Bond Cost of Issuance/Fees	5,994	1,475	73,244	95,925
24	Lease Interest	127,023	95,766	1,293,141	1,009,748
25	Sale of Assets	89,871	(154,964)	(2,437,039)	621,020
26	TOTAL NON-OPERATING EXPENSE	$(32,485,536)	$ (56,615,305)	$ (554,846,418)	$ (493,211,872)
27	CONTRIBUTION TO RESERVES	$ 8,411,845	$ 35,201,798	$ 302,709,807	$ 268,195,169
	OTHER EXPENSES (NON-CASH)				
27	Bond Premium/Discount Amortization	(355,796)	(378,378)	(3,564,583)	(3,769,834)
28	Bond Refunding Cost Amortization	1,192,102	293,695	11,923,540	2,936,945
29	Future Revenue Cost Amortization	67,576	67,576	675,762	675,762
30	Depreciation	12,402,683	11,655,986	119,010,514	119,767,353
31	NET OTHER EXPENSES (NON-CASH)	$ 13,306,565	$ 11,638,879	$ 128,045,233	$ 119,610,226

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

BUDGET TO ACTUAL REPORT
(UNAUDITED)
As of October 31, 2022

EXHIBIT 1-4

CURRENT MONTH

		ACTUAL Oct-22	BUDGET Oct-22	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
	OPERATING REVENUE				
1	Passenger Revenue	$ (2,632,802)	$ (2,911,782)	$ (278,980)	-10%
2	Advertising Revenue	(193,500)	(120,000)	73,500	61%
3	TOTAL OPERATING REVENUE	$ (2,826,302)	$ (3,031,782)	$ (205,480)	-7%
	OPERATING EXPENSE				
4	Bus Service	$ 9,425,883	$ 10,035,703	$ 609,820	6%
5	Commuter Rail	2,770,858	2,290,100	(480,758)	-21%
6	Light Rail	3,260,536	3,503,927	243,391	7%
7	Maintenance of Way	1,476,257	1,792,748	316,491	18%
8	Paratransit Service	1,878,747	2,192,179	313,432	14%
9	RideShare/Van Pool Services	239,319	316,174	76,855	24%
10	Microtransit	677,679	670,727	(6,952)	-1%
11	Operations Support	4,280,683	5,110,067	829,384	16%
12	Administration	2,551,380	4,325,701	1,774,321	41%
13	Planning/Capital Development/Real Estate	338,651	945,587	606,936	64%
14	Non-Departmental	-	-	-	
15	TOTAL OPERATING EXPENSE	$ 26,899,993	$ 31,182,913	$ 4,282,920	14%
16	NET OPERATING (INCOME) LOSS	$ 24,073,691	$ 28,151,131	$ 4,077,440	14%
	NON-OPERATING EXPENSE (REVENUE)				
17	Investment Revenue	$ (1,252,721)	$ (562,570)	$ 690,151	123%
18	Sales Tax Revenue	(34,720,377)	(32,829,000)	1,891,377	6%
19	Other Revenue	(3,232,314)	(1,250,000)	1,982,314	159%
20	Fed Operations/Preventative Maint. Revenue	-	-	-	
21	Bond Interest	6,344,547	7,749,362	1,404,815	18%
22	Bond Interest UTCT	152,441	152,434	(7)	0%
23	Bond Cost of Issuance/Fees	5,994	6,750	756	11%
24	Lease Interest	127,023	348,292	221,269	64%
25	Sale of Assets	89,871	-	(89,871)	
26	TOTAL NON-OPERATING EXPENSE (REVENUE)	$ (32,485,536)	$ (26,384,732)	$ 6,100,804	23%
27	CONTRIBUTION TO RESERVES	$ 8,411,845	$ (1,766,399)		

BUDGET TO ACTUAL REPORT BY CHIEF
(UNAUDITED)
As of October 31, 2022

EXHIBIT 1-4A

CURRENT MONTH

		ACTUAL Oct-22	BUDGET Oct-22	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
	OPERATING EXPENSE				
1	Board of Trustees	$ 227,448	$ 214,741	$ (12,707)	-6%
2	Executive Director	254,952	706,345	451,393	64%
3	Chief Communication Officer	166,432		(166,432)	
4	Chief Planning and Engagement Officer	1,192,775	1,557,456	364,681	23%
5	Chief Finance Officer	924,989	1,209,288	284,299	24%
6	Chief Operating Officer	21,590,845	23,382,559	1,791,714	8%
7	Chief People Officer	804,822	1,351,671	546,849	40%
8	Chief Development Officer	250,410	642,697	392,287	61%
9	Chief Enterprise Strategy Officer	1,487,320	2,118,156	630,836	30%
10	Non-Departmental	-	-	-	
11	TOTAL OPERATING EXPENSE	$ 26,899,993	$ 31,182,913	$ 4,282,920	14%

YEAR TO DATE

		ACTUAL Oct-22	BUDGET Oct-22	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
	OPERATING EXPENSE				
12	Board of Trustees	$ 2,118,965	$ 2,241,549	$ 122,584	5%
13	Executive Director	5,441,479	7,076,297	1,634,818	23%
14	Chief Communication Officer	743,752		(743,752)	
15	Chief Planning and Engagement Officer	10,704,265	12,085,678	1,381,413	11%
16	Chief Finance Officer	11,493,962	12,184,502	690,540	6%
17	Chief Operating Officer	222,414,842	229,025,279	6,610,437	3%
18	Chief People Officer	9,119,824	12,370,673	3,250,849	26%
19	Chief Devlopment Officer	4,544,475	6,429,511	1,885,036	29%
20	Chief Enterprise Strategy Officer	15,839,478	18,852,569	3,013,091	16%
21	Non-Departmental	-	-	-	
22	TOTAL OPERATING EXPENSE	$282,421,042	$ 300,266,058	$ 17,845,016	6%

BUDGET TO ACTUAL REPORT
(UNAUDITED)
As of October 31, 2022

EXHIBIT 1-5

YEAR TO DATE

		ACTUAL Oct-22	BUDGET Oct-22	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
	OPERATING REVENUE				
1	Passenger Revenue	$ (28,457,431)	$ (28,255,578)	$ 201,853	1%
2	Advertising Revenue	(1,827,000)	(1,125,000)	702,000	62%
3	TOTAL OPERATING REVENUE	$ (30,284,431)	$ (29,380,578)	$ 903,853	3%
	OPERATING EXPENSE				
4	Bus Service	$ 100,445,157	$ 99,913,525	$ (531,632)	-1%
5	Commuter Rail	23,188,208	22,611,848	(576,360)	-3%
6	Light Rail	32,962,656	34,988,096	2,025,440	6%
7	Maintenance of Way	15,435,320	17,484,240	2,048,920	12%
8	Paratransit Service	20,880,008	21,848,703	968,695	4%
9	RideShare/Van Pool Services	2,764,975	3,162,070	397,095	13%
10	Microtransit	4,701,810	5,406,378	704,568	13%
11	Operations Support	47,140,687	50,881,753	3,741,066	7%
12	Administration	28,567,227	36,149,034	7,581,807	21%
13	Planning/Capital Development/Real Estate	6,334,994	7,820,411	1,485,417	19%
14	Non-Departmental	-	-	-	
15	TOTAL OPERATING EXPENSE	$ 282,421,042	$ 300,266,058	$ 17,845,016	6%
16	NET OPERATING (INCOME) LOSS	$ 252,136,611	$ 270,885,480	$ 18,748,869	7%
	NON-OPERATING EXPENSE (REVENUE)				
17	Investment Revenue	$ (5,587,872)	$ (4,035,430)	$ 1,552,442	38%
18	Sales Tax Revenue	(386,229,735)	(356,170,000)	30,059,735	8%
19	Other Revenue	(11,401,224)	(12,658,000)	(1,256,776)	-10%
20	Fed Operations/Preventative Maint. Revenue	(217,421,907)	(159,600,000)	57,821,907	36%
21	Bond Interest	65,340,608	70,223,276	4,882,668	7%
22	Bond Interest UTCT	1,524,366	1,524,340	(26)	0%
23	Bond Cost of Issuance/Fees	73,244	56,500	(16,744)	-30%
24	Lease Interest	1,293,141	1,575,358	282,216	18%
25	Sale of Assets	(2,437,039)	-	2,437,039	
26	TOTAL NON-OPERATING EXPENSE (REVENUE)	$ (554,846,418)	$ (459,083,956)	$ 95,762,461	21%
27	CONTRIBUTION TO RESERVES	$ 302,709,807	$ 188,198,476		

CAPITAL PROJECTS
(UNAUDITED)
As of October 31, 2022

EXHIBIT 1-6

		2022 ACTUAL	ANNUAL BUDGET	PERCENT
	EXPENSES			
1	REVENUE AND NON-REVENUE VEHICLES	$ 17,022,151	$ 47,861,863	35.6%
2	INFORMATION TECHNOLOGY	3,461,291	17,405,978	19.9%
3	FACILITIES, MAINTENANCE & ADMIN. EQUIP.	3,353,909	9,040,281	37.1%
4	CAPITAL PROJECTS	18,384,075	106,829,922	17.2%
5	AIRPORT STATION RELOCATION	120,605	128,000	94.2%
6	STATE OF GOOD REPAIR	24,429,029	52,976,642	46.1%
7	DEPOT DISTRICT	24,450,412	36,694,150	66.6%
8	OGDEN/WEBER STATE BRT	41,862,478	47,229,117	88.6%
9	TIGER	7,618,084	15,979,147	47.7%
10	TOTAL	$ 140,702,034	$ 334,145,100	42.1%
	REVENUES			
11	GRANT	$ 60,334,284	$ 85,192,380	70.8%
12	STATE CONTRIBUTION	1,701,025	13,914,417	12.2%
13	LEASES (PAID TO DATE)	28,034,496	51,875,592	54.0%
14	BONDS	26,662,599	61,439,830	43.4%
15	LOCAL PARTNERS	4,097,033	30,415,935	13.5%
16	UTA FUNDING	19,872,597	77,829,952	25.5%
17	TOTAL	$ 140,702,034	$ 320,668,106	43.9%

FAREBOX RECOVERY & SPR (UNAUDITED)
As of October 31, 2022

EXHIBIT 1-7

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	Oct-22	Oct-21	2022	2021
UTA				
Fully Allocated Costs	26,899,993	25,001,139	282,421,044	251,601,830
Passenger Farebox Revenue	2,632,802	3,042,489	28,457,429	25,156,598
Passengers	2,943,126	2,380,742	26,392,188	19,548,258
Farebox Recovery Ratio	9.8%	12.2%	10.1%	10.0%
Actual Subsidy per Rider	$8.25	$9.22	$9.62	$11.58
BUS SERVICE				
Fully Allocated Costs	12,939,682	12,737,759	140,619,566	124,446,879
Passenger Farebox Revenue	1,228,657	1,371,976	12,423,932	11,993,747
Passengers	1,525,004	1,196,983	13,142,464	10,152,874
Farebox Recovery Ratio	9.5%	10.8%	8.8%	9.6%
Actual Subsidy per Rider	$7.68	$9.50	$9.75	$11.08
LIGHT RAIL SERVICE				
Fully Allocated Costs	6,206,897	5,819,982	66,062,733	61,546,709
Passenger Farebox Revenue	638,970	614,536	6,857,337	5,518,346
Passengers	941,179	850,085	9,121,022	6,735,816
Farebox Recovery Ratio	10.3%	10.6%	10.4%	9.0%
Actual Subsidy per Rider	$5.92	$6.12	$6.49	$8.32
COMMUTER RAIL SERVICE				
Fully Allocated Costs	4,560,673	3,613,157	42,794,870	37,018,179
Passenger Farebox Revenue	410,058	411,494	4,467,430	3,345,710
Passengers	317,190	219,462	2,697,027	1,656,658
Farebox Recovery Ratio	9.0%	11.4%	10.4%	9.0%
Actual Subsidy per Rider	$13.09	$14.59	$14.21	$20.33
MICROTRANSIT				
Fully Allocated Costs	724,957	370,789	5,227,699	2,208,189
Passenger Farebox Revenue	26,494	5,646	150,536	46,903
Passengers	31,192	9,404	182,050	61,049
Farebox Recovery Ratio	3.7%	1.5%	2.9%	2.1%
Actual Subsidy per Rider	$22.39	$38.83	$27.89	$35.40
PARATRANSIT				
Fully Allocated Costs	1,991,934	2,093,460	22,352,921	21,081,676
Passenger Farebox Revenue	56,693	363,898	2,080,154	1,730,432
Passengers	73,390	59,668	661,715	451,120
Farebox Recovery Ratio	2.8%	17.4%	9.3%	8.2%
Actual Subsidy per Rider	$26.37	$28.99	$30.64	$42.90
RIDESHARE				
Fully Allocated Costs	475,850	365,991	5,363,255	5,300,199
Passenger Farebox Revenue	271,929	274,938	2,478,040	2,521,460
Passengers	55,171	45,140	587,910	490,741
Farebox Recovery Ratio	57.1%	75.1%	46.2%	47.6%
Actual Subsidy per Rider	$3.70	$2.02	$4.91	$5.66

FAREBOX RECOVERY & SPR
(UNAUDITED)
As of October 31, 2022

EXHIBIT 1-8

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Oct-22	Oct-21	2022	2021
FULLY ALLOCATED COSTS				
Bus Service	$12,939,682	$12,737,759	$140,619,566	$124,446,879
Light Rail Service	$6,206,897	$5,819,982	$66,062,733	$61,546,709
Commuter Rail Service	$4,560,673	$3,613,157	$42,794,870	$37,018,179
Microtransit	$724,957	$370,789	$5,227,699	$2,208,189
Paratransit	$1,991,934	$2,093,460	$22,352,921	$21,081,676
Rideshare	$475,850	$365,991	$5,363,255	$5,300,199
UTA	$26,899,993	$25,001,139	$282,421,044	$251,601,830
PASSENGER FAREBOX REVENUE				
Bus Service	$1,228,657	$1,371,976	$12,423,932	$11,993,747
Light Rail Service	$638,970	$614,536	$6,857,337	$5,518,346
Commuter Rail Service	$410,058	$411,494	$4,467,430	$3,345,710
Microtransit	$26,494	$5,646	$150,536	$46,903
Paratransit	$56,693	$363,898	$2,080,154	$1,730,432
Rideshare	$271,929	$274,938	$2,478,040	$2,521,460
UTA	$2,632,802	$3,042,489	$28,457,429	$25,156,598
PASSENGERS				
Bus Service	1,525,004	1,196,983	13,142,464	10,152,874
Light Rail Service	941,179	850,085	9,121,022	6,735,816
Commuter Rail Service	317,190	219,462	2,697,027	1,656,658
Microtransit	31,192	9,404	182,050	61,049
Paratransit	73,390	59,668	661,715	451,120
Rideshare	55,171	45,140	587,910	490,741
UTA	2,943,126	2,380,742	26,392,188	19,548,258
FAREBOX RECOVERY RATIO				
Bus Service	9.5%	10.8%	8.8%	9.6%
Light Rail Service	10.3%	10.6%	10.4%	9.0%
Commuter Rail Service	9.0%	11.4%	10.4%	9.0%
Microtransit	3.7%	1.5%	2.9%	2.1%
Paratransit	2.8%	17.4%	9.3%	8.2%
Rideshare	57.1%	75.1%	46.2%	47.6%
UTA	9.8%	12.2%	10.1%	10.0%
ACTUAL SUBSIDY PER RIDER				
Bus Service	$7.68	$9.50	$9.75	$11.08
Light Rail Service	$5.92	$6.12	$6.49	$8.32
Commuter Rail Service	$13.09	$14.59	$14.21	$20.33
Microtransit	$22.39	$38.83	$27.89	$35.40
Paratransit	$26.37	$28.99	$30.64	$42.90
Rideshare	$3.70	$2.02	$4.91	$5.66
UTA	$8.25	$9.22	$9.62	$11.58

SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)
As of October 31, 2022

EXHIBIT 1-9

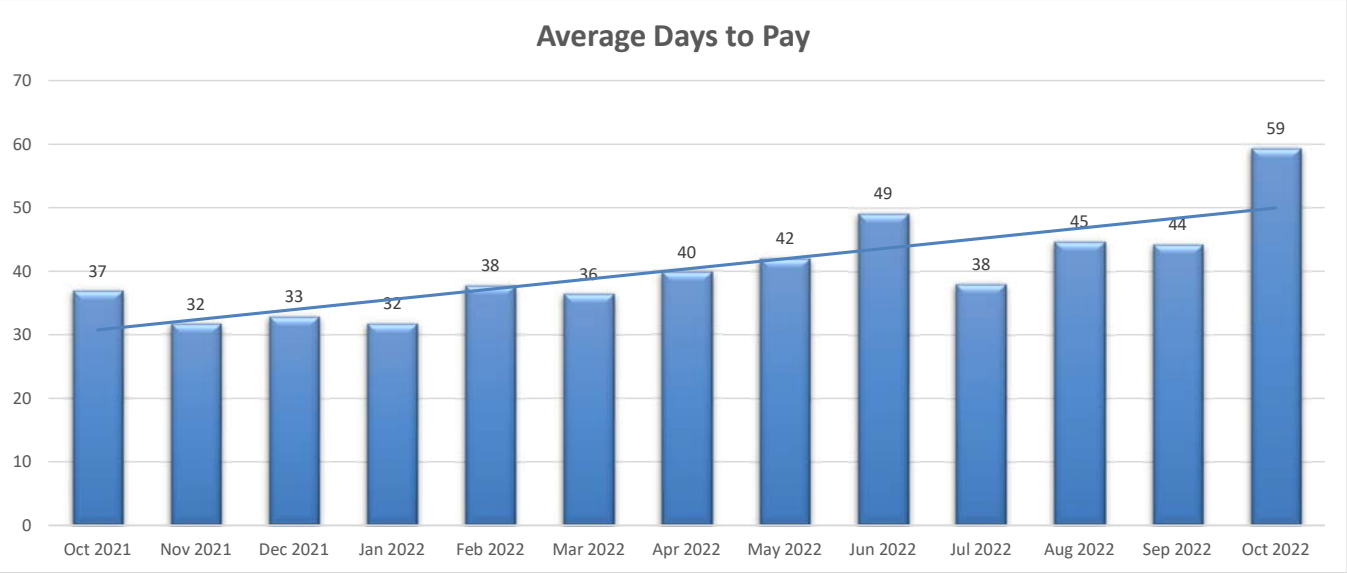
	Classification	Total	Current	31-60 Days	61-90 Days	90-120 Days	Over 120 Days
1	Federal Grants Government [1]	$ 3,872,751	$ 3,872,751	-	-	-	-
2	Sales Tax Contributions	71,892,025	43,233,358	$ 28,658,667	-	-	-
3	Warranty Recovery	2,004,831	2,004,831	-	-	-	-
4	Build America Bond Subsidies	339,315	339,315	-	-	-	
5	Product Sales and Development	650,397	335,684	40,766	$ 45,295	$ 12,810	$ 215,842
6	Pass Sales	(6,241)	198,933	(18,313)	(26,092)	5,163	(165,932)
7	Property Management	86,272	28,587	7,424	1,000	-	49,261
8	Vanpool/Rideshare	66,725	25,061	20,221	8,533	2,157	10,753
9	Salt Lake City Agreement	364,356	364,356	-	-	-	-
10	Planning	-	-	-	-	-	-
11	Capital Development Agreements	-	-	-	-	-	-
12	Other	885,628	885,628	-	-	-	-
13	Total	$ 80,156,059	$ 51,288,504	$ 28,708,765	$ 28,736	$ 20,130	$ 109,924
	Percentage Due by Aging						
14	Federal Grants Government [1]		100.0%	0.0%	0.0%	0.0%	0.0%
15	Sales Tax Contributions		60.1%	39.9%	0.0%	0.0%	0.0%
16	Warranty Recovery		100.0%	0.0%	0.0%	0.0%	0.0%
17	Build America Bond Subsidies		100.0%	0.0%	0.0%	0.0%	0.0%
18	Product Sales and Development		51.6%	6.3%	7.0%	2.0%	33.2%
19	Pass Sales		-3187.5%	293.4%	418.1%	-82.7%	2658.7%
20	Property Management		33.1%	8.6%	1.2%	0.0%	57.1%
21	Vanpool/Rideshare		37.6%	30.3%	12.8%	3.2%	16.1%
22	Salt Lake City Agreement		100.0%	0.0%	0.0%	0.0%	0.0%
23	Planning						
24	Capital Development Agreements						
25	Other						
26	Total		64.0%	35.8%	0.0%	0.0%	0.1%

[1] Federal preventive maintenance funds and federal RideShare funds

SUMMARY OF APPROVED DISBURSEMENTS OVER $200,000
FROM OCTOBER 1, 2022 THROUGH OCTOBER 31, 2022
(UNAUDITED)

EXHIBIT 1-10

Contract # and Description		Contract Date	Vendor	Check #	Date	Check Total
R2022-04-01			PEHP	ZION-ACH	10/1/2022	275,112.46
R2022-04-01			SELECT HEALTH	ZION-ACH	10/1/2022	802,923.20
R2022-04-01			ROCKY MOUNTAIN POWER	370350	10/5/2022	211,929.34
19-03143PP	UTAH COUNTY PARATRANSIT SERVICES	6/1/2020	UNITED WAY COMMUNITY SERVICES	892312	10/5/2022	231,732.89
20-03282	SD100/SD160/S70 LRV SEAT REPLACEMENT	12/4/2020	USSC GROUP, INC.	892313	10/5/2022	297,120.00
19-03125BM	DIESEL AND UNLEADED FUEL	12/23/2019	RHINEHART OIL CO. INC.	892314	10/5/2022	312,505.52
19-03043BM	SALT LAKE COUNTY MICROTRANSIT	7/2/2019	VIA TRANSPORTATION INC	892315	10/5/2022	478,071.61
21-3508VW	SIGNAL AND TSP SYSTEM	10/13/2021	UTAH DEPARTMENT OF TRANSPORTATION	892316	10/5/2022	490,261.08
20-3378VW	TPSS UPGRADE/REHAB	6/24/2021	C3M POWER SYSTEMS LLC	892317	10/5/2022	511,536.62
21-3488VW	MOBU BUS FACILITY EXPANSION	10/29/2021	R & O CONSTRUCTION	892318	10/5/2022	777,941.13
18-2851	UTA INSURANCE BROKERAGE SERVICES	9/1/2018	ALLIANT INSURANCE SERVICES	892319	10/5/2022	2,535,566.84
16-1680PP	40 FOOT DIESEL AND CNG BUSES	5/1/2016	GILLIG CORPORATION	892320	10/5/2022	4,702,207.20
R2022-04-01			UTAH STATE TAX WITHHOLDING	WITHDRAWAL	10/6/2022	283,187.77
R2022-04-01			CAMBRIDGE ASSOCIATES, LLC.	ZION-ACH	10/6/2022	921,037.11
22-035682	BOMBARDIER TRUCK OVERHAUL KITS	5/17/2022	GMI LLC	370440	10/12/2022	645,603.12
19-0317PP	TDX VERSION 3.0 UPGRADE	12/23/2019	MODERN COMMUNICATIONS SYSTEMS	892389	10/12/2022	257,336.04
21-3410VW	FRONTRUNNER PROGRAM MANGEMENT	5/28/2021	KIMLEY-HORN AND ASSOCIATES	892390	10/12/2022	418,474.52
17-2455JH	LOCOMOTIVE REMANUFACTURER	8/22/2018	MOTIVE POWER, INC.	892391	10/12/2022	522,910.00
19-03125BM	DIESEL AND UNLEADED FUEL	12/23/2019	RHINEHART OIL CO. INC.	892392	10/12/2022	551,233.49
20-03384VW	PROJECT MGMT SERVICES	4/17/2021	HNTB CORPORATION	892393	10/12/2022	633,853.08
20-3349VW	ON-CALL MAINTENANCE	6/9/2021	STACY AND WITBECK, INC.	892394	10/12/2022	3,070,060.89
R2022-04-01			ROCKY MOUNTAIN POWER	370499	10/19/2022	498,335.41
UT CONTRACT#AR233	DATA COMMUNICATIONS EQUIP & SRVC	6/1/2014	CVE TECHNOLOGY GROUP INC.	892479	10/19/2022	256,334.50
20-03282	SD100/SD160/S70 LRV SEAT REPLACEMENT	12/4/2020	USSC GROUP, INC.	892480	10/19/2022	297,120.00
19-03125BM	DIESEL AND UNLEADED FUEL	12/23/2019	RHINEHART OIL CO. INC.	892481	10/19/2022	389,796.17
18-2398TP	TIGER GRANT CONSTRUCTION CONTRACT	4/11/2018	GRANITE CONSTRUCTION COMPANY	892482	10/19/2022	681,493.30
R2022-04-01			UTAH STATE TAX WITHHOLDING	WITHDRAWAL	10/20/2022	280,868.67
R2022-04-01			CAMBRIDGE ASSOCIATES, LLC.	ZION-ACH	10/20/2022	915,622.47
20-03282	SD100/SD160/S70 LRV SEAT REPLACEMENT	12/4/2020	USSC GROUP, INC.	892574	10/26/2022	222,840.00
18-2584CG	JANITORIAL SERVICES	6/1/2018	MASTERCORP COMMERICAL SERVICES LL	892575	10/26/2022	232,971.16
20-3349VW	ON-CALL MAINTENANCE	6/9/2021	STACY & WITBECK, INC.	892576	10/26/2022	385,865.55
22-03546VW	APPRENTICESHIP TRAINING CURRICULUM	5/14/2022	XPAN INTERACTIVE USA INC.	892577	10/26/2022	450,784.37
19-03043BM	SALT LAKE COUNTY MICROTRANSIT	7/2/2019	VIA TRANSPORTATION INC	892578	10/26/2022	544,596.57
19-03125BM	DIESEL AND UNLEADED FUEL	12/23/2019	RHINEHART OIL CO. INC.	892579	10/26/2022	633,673.09
R2022-04-01			BANC OF AMERICA PUBLIC CAPITAL	ZION-ACH	10/31/2022	217,270.79
R2022-04-01			JP MORGAN EQUIPMENT FINANCE	ZION-ACH	10/31/2022	246,288.77



669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Mary DeLoretto, Chief Service Development Officer
PRESENTER(S):	Bill Greene, Chief Financial Officer David Hancock, Director of Capital Development Dan Hofer, Director of Capital Assets and Project Controls

TITLE:

R2022-12-04 - Resolution Adopting the Authority's 2023-2027 Capital Plan

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2022-12-04 adopting UTA's 2023-2027 Five Year Capital Plan and incorporating the 2023 Capital Plan into UTA's 2023 Final Budget

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

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

This proposed 5-Year Capital Plan covers the period from 2023 through 2027.

DISCUSSION:
The draft 2023-27 Capital Plan was presented to UTA's Local Advisory Council on November 2nd where they adopted resolution AR2022-11-02 to approve and recommend adoption by the Board of Trustees.

The Board of Trustees reviewed the draft plan at their October 26 Board meeting, and again on December 07 where final revisions were discussed.

On Dec 21st staff will present the final 5-year Capital Plan for 2023 through 2027 for board approval by resolution.

ALTERNATIVES:
The Board of Trustees could recommend changes to the plan.

FISCAL IMPACT:
Approval of this resolution will result in the adoption of the nearly $1.4 billion 2023-2027 Five Year Capital Plan. Additionally, the 2023 Capital Budget of $318,997,000 will be incorporated into UTA's 2023 Final Budget being considered by the Board at their December 21st meeting.

ATTACHMENTS:

- R2022-12-04 Adopting the Authority's 2023-2027 Capital Plan, including:
    - Exhibit A - 2023-2027 Five Year Capital Plan

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY ADOPTING THE AUTHORITY'S 2023-2027 CAPITAL PLAN

R2022-12-04 December 21, 2022

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

WHEREAS, Board Policy 2.1 – Financial Management requires the Executive Director to develop a five-year capital plan annually that is fiscally constrained, maintains all assets at a state of good repair, protects the Authority's capital investments and minimizes future maintenance and replacement costs; and

WHEREAS, the Authority has developed a Five-Year Capital Plan for the years 2023 through 2027 (the "Plan") which contains a prioritized list of planned capital projects, a description of the annual prioritization process, and projected funding on an annual, cumulative and project basis; and

WHEREAS, on November 2, 2022, in Resolution AR2022-11-02 the Local Advisory Council reviewed the Authority's proposed Plan and believed it is in the best interest of the Authority and all constituents to approve the 2023-2027 Capital Plan and to forward it to the Board of Trustees with a recommendation for approval; and

WHEREAS, certain capital projects require multi-year authorization to order long lead time parts, equipment, or supplies, or to enter multi-year construction contracts.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the Board of Trustees hereby approves the Five-year Capital Plan for the years 2023 through 2027, attached hereto as Exhibit A.

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

2. That the Authority's 2023 Final Budget will include the 2023 Capital Budget included in the Plan.

3. That the corporate seal be attached hereto.

Approved and adopted this 21st day of December 2022.

_____
Carlton Christensen,
Chair Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
David Wilkins
5E3257B1CF024B9...
Legal Counsel

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

Exhibit A

2023-2027 Capital Plan

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

Utah Transit Authority Five-Year Capital Plan

2023-2027

Rev04- December 2022

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

1 Introduction

1.1 Purpose of document

Utah Transit Authority Board of Trustees Policy No. 2.1 Financial Management, requires the Executive Director to develop a five-year capital plan and update it every year for inclusion in the annual budget process discussions and approvals. The plan must be fiscally constrained and maintain all assets in a state of good repair to protect the Authority's capital investments, maintain safety and minimize future maintenance and replacement costs. Five-year forecasts help mitigate challenges of applying a one-year budget to multi-year projects, and also helps in long-range budget planning, including setting of priorities.

1.2 Definition of Capital Projects

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

Examples of capital projects include:

- New construction (new transit infrastructure, facilities, buildings or major additions, including studies/design to support future project construction)
- Building repairs, renovations, demolition, or upgrades
- Major maintenance (capital renewal and deferred maintenance)
- Safety, ADA, or Legal Compliance construction projects
- Energy conservation improvements
- Grounds improvement
- Real Estate Acquisition or Leasing
- Vehicles
- HVAC/Reroofing Projects
- Telecommunication and Information Technology systems (hardware and/or software)
- New or replacement equipment or furniture

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2 Five-year Capital Plan Development Process

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

2.1 Project Requests

New project requests are submitted annually and prioritized by management for funding consideration. The proposed project should meet a specific objective such as a mobility need, state of good repair or infrastructure need or requirement, and be consistent with UTA's overall strategic plan and goals.

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

2.2 Project Prioritization

Completed project requests are compiled then prioritized by management. Prioritization considerations encompass UTA's Operating Priorities including:

- Service
    - Leveraging grants and other partner funds
    - Contributing to system improvements
- Stewardship
    - Maintaining a State of Good Repair
    - Assuring a safe system
- People
    - Benefits to UTA patrons
    - Benefits to UTA employees

Projects with a lower priority may be reduced in scope or moved to subsequent years as necessary. Once prioritized, the draft 5-year plan is submitted to the Executive Team for review. Requests are trimmed as needed to meet the anticipated 5-year budget resources, which is based on committed or reasonably foreseeable funding sources.

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3 Proposed Capital Plan

Overview

The 2023-2027 capital requests have been compiled and prioritized. Tables showing the proposed capital budget by year are presented below in year of expenditure dollars, as well as overall 5-year summaries by both project type and funding source. Attachment A shows the detailed list of projects proposed to be funded, including the annual and 5-year budget, anticipated grant and local partner funds, and the required UTA funds for each project.

The proposed capital plan for 2023 will be incorporated into UTA's proposed 2023 annual budget. Any new, unforeseen items that come up during the year will be considered for annual budget adjustments or amendments as needed.

In the following tables, any discrepancy between the proposed budget and source funds is currently being pursued through the grant applications or partner discussions.

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Proposed 2023 Capital Budget Summary

Project Categories	2023 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	$8,832,000	$7,725,000	$1,059,000	$48,000
Capital Construction	$31,099,000	$22,320,000	$3,117,000	$5,662,000
Capital Development	$87,623,000	$25,354,000	$21,410,000	$40,859,000
Contingency	$5,000,000	$0	$0	$5,000,000
Facilities- SGR	$7,021,000	$0	$0	$7,021,000
Information Technology	$17,690,000	$0	$0	$17,690,000
Infrastructure SGR Projects	$51,309,000	$37,081,000	$200,000	$14,028,000
Planning	$4,127,000	$1,514,000	$169,000	$2,444,000
Property/TOC	$8,627,000	$0	$935,000	$7,692,000
Revenue/Service Vehicles	$92,249,000	$26,706,000	$3,957,000	$61,586,000
Safety and Security	$5,420,000	$0	$0	$5,420,000
Grand Total	**$318,997,000**	**$120,700,000**	**$30,847,000**	**$167,450,000**

*UTA 2023 funds include: approximately $41,755,000 in leasing

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Proposed 2024 Capital Budget Summary

Project Categories	2024 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	$681,000	$0	$0	$220,000
Capital Construction	$2,050,000	$0	$0	$2,050,000
Capital Development	$103,213,000	$27,462,000	$27,462,000	$27,470,000
Contingency	$5,000,000	$0	$0	$5,000,000
Facilities- SGR	$16,117,000	$0	$0	$16,117,000
Information Technology	$25,483,000	$0	$0	$25,483,000
Infrastructure SGR Projects	$40,623,000	$0	$0	$18,010,000
Planning	$1,935,000	$0	$0	$1,935,000
Property/TOC	$2,634,000	$690,000	$690,000	$1,944,000
Revenue/Service Vehicles	$77,910,000	$100,000	$100,000	$70,358,000
Safety and Security	$2,823,000	$0	$0	$2,802,000
Grand Total	**$278,469,000**	**$78,828,000**	**$28,252,000**	**$171,389,000**

*UTA 2024 funds include: approximately $52,201,000 in leasing

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Proposed 2025 Capital Budget Summary

Project Categories	2025 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	$35,873,000	$307,000	$0	$0
Capital Construction	$1,000,000	$0	$0	$1,000,000
Capital Development	$84,323,000	$81,221,000	$15,625,000	$23,043,000
Contingency	$5,000,000	$0	$0	$5,000,000
Facilities- SGR	$6,245,000	$0	$0	$6,245,000
Information Technology	$15,036,000	$0	$0	$15,036,000
Infrastructure SGR Projects	$35,095,000	$18,003,000	$0	$17,092,000
Planning	$1,800,000	$0	$0	$1,800,000
Property/TOC	$1,184,000	$0	$330,000	$854,000
Revenue/Service Vehicles	$81,935,000	$200,000	$100,000	$81,635,000
Safety and Security	$2,817,000	$0	$0	$2,817,000
Grand Total	**$270,308,000**	**$99,731,000**	**$16,055,000**	**$154,522,000**

*UTA 2025 funds include: approximately $47,826,000 in leasing

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Proposed 2026 Capital Budget Summary

Project Categories	2026 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	$12,826,000	$307,000	$0	$0
Capital Construction	$500,000	$0	$0	$500,000
Capital Development	$14,575,000	$11,388,000	$1,300,000	$14,406,000
Contingency	$5,000,000	$0	$0	$5,000,000
Facilities- SGR	$3,527,000	$0	$0	$3,527,000
Information Technology	$8,764,000	$0	$0	$8,764,000
Infrastructure SGR Projects	$27,963,000	$15,623,000	$0	$12,340,000
Planning	$1,800,000	$0	$0	$1,800,000
Property/TOC	$791,000	$0	$0	$791,000
Revenue/Service Vehicles	$145,664,000	$38,907,000	$100,000	$106,657,000
Safety and Security	$2,793,000	$0	$0	$2,793,000
Grand Total	**$224,203,000**	**$66,225,000**	**$1,400,000**	**$156,578,000**

*UTA 2026 funds include: approximately $56,744,000 in leasing

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Proposed 2027 Capital Budget Summary

Project Categories	2027 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	$307,000	$307,000	$0	$0
Capital Construction	$-	$0	$0	$0
Capital Development	$14,375,000	$0	$1,100,000	$13,275,000
Contingency	$5,000,000	$0	$0	$5,000,000
Facilities- SGR	$3,823,000	$0	$0	$3,823,000
Information Technology	$2,023,000	$0	$0	$2,023,000
Infrastructure SGR Projects	$25,572,000	$18,000,000	$0	$7,572,000
Planning	$1,800,000	$0	$0	$1,800,000
Property/TOC	$63,000	$0	$0	$63,000
Revenue/Service Vehicles	$191,278,000	$83,502,000	$60,012,000	$47,764,000
Safety and Security	$2,912,000	$0	$0	$2,912,000
Grand Total	**$247,153,000**	**$101,809,000**	**$61,112,000**	**$84,232,000**

*UTA 2027 funds include: approximately $32,916,000 in leasing

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Proposed 5-Year Capital Plan Summary by Project Category

Project Categories	Proposed 5-Year Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	10,434,000	$9,107,000	$1,059,000	$268,000
Capital Construction	34,649,000	$22,320,000	$3,117,000	$9,212,000
Capital Development	352,194,000	$166,244,000	$66,897,000	$114,596,000
Contingency	25,000,000	$-	$-	$25,000,000
Facilities- SGR	36,733,000	$-	$-	$36,733,000
Information Technology	68,996,000	$-	$-	$68,996,000
Infrastructure SGR Projects	180,562,000	$111,320,000	$200,000	$69,042,000
Planning	11,462,000	$1,514,000	$169,000	$9,779,000
Property/TOC	13,299,000	$-	$1,955,000	$11,344,000
Revenue/Service Vehicles	589,036,000	$156,767,000	$64,269,000	$368,000,000
Safety and Security	16,765,000	$21,000	$-	$16,744,000
Grand Total	**1,339,130,000**	**$467,293,000**	**$137,666,000**	**$734,171,000**

*UTA 5-year funds include: approximately $231,442,000 in leasing

The unfunded amount of $260.3 million is being pursued.

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Proposed 5-Year Capital Plan Summary by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2023	318,997,000	120,700,000	30,847,000	167,450,000
2024	278,469,000	78,828,000	28,252,000	171,389,000
2025	270,308,000	99,731,000	16,055,000	154,522,000
2026	224,203,000	66,225,000	1,400,000	156,578,000
2027	247,153,000	101,809,000	61,112,000	84,232,000
Total	**1,339,130,000**	**467,293,000**	**137,666,000**	**734,171,000**

*UTA funds include: approximately $231,442,000 in leasing.

The unfunded amount of $260.3 million is being pursued.

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4 Five-Year Plans

The five-year capital plan will be updated annually. Cost estimates and potential funding sources for projects are more accurate the closer they are to year of expenditure; therefore, in addition to including new project requests each year, the plan will be updated as necessary to adjust project costs and year of expenditure as they become more refined for each project. Funding sources and amounts will also be updated as they become more certain.

Approval of the 5-year capital plan will authorize the Agency to enter into contracts for those projects that are multi-year in nature.

This 5-year capital plan will inform the ongoing updates to regional transportation plans and associated implementation funding plans prepared by the metropolitan planning organizations within UTA's service area.

4.1 Project Requests

A number of the projects in the 5-year plan assume that significant local, state, and/or federal funds may become available. If those funds do not materialize, the project would need to be delayed until such time as additional funding could be secured. These projects include:

- SL-Central Headquarters: Significant Local Partner contributions anticipated
- SD100/160 Light Rail Vehicle Replacement: Significant Federal and Local Partner contributions being pursued

House Bill 322 passed in the 2022 Session by the Utah State Legislature directed UDOT and UTA to partner on "fixed guideway" projects with state funding and identified UDOT as the lead agency for project delivery. This significant legislation requires a strong working relationship between UDOT and UTA and provides state funding for major transit investments across the region. These funds can be used to leverage grant funds. UDOT and UTA have been working together to keep the FrontRunner double tracking and Point of the Mountain projects on schedule while determining how best to leverage the strengths of each agency in delivering these regionally significant projects.

The details of the UTA 2023 through 2027 Five-year Capital Plan are presented in the attached tables.

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Attachment A

UTA 5-Year Capital Plan - Project Detail

2023 through 2027

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2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
5310 Projects	8,832,000	681,000	307,000	307,000	307,000	10,166,000	268,000	10,434,000
CDA006- 5310 Admin Funds	307,000	307,000	307,000	307,000	307,000	1,535,000	-	1,535,000
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	415,000	374,000	-	-	-	539,000	250,000	789,000
ICI227- Voucher Project	10,000	-	-	-	-	10,000	-	10,000
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	24,000	-	-	-	-	24,000	-	24,000
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	64,000	-	-	-	-	64,000	-	64,000
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	144,000	-	-	-	-	144,000	-	144,000
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	280,000	-	-	-	-	280,000	-	280,000
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	137,000	-	-	-	-	137,000	-	137,000
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	215,000	-	-	-	-	215,000	-	215,000
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	477,000	-	-	-	-	477,000	-	477,000
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	240,000	-	-	-	-	240,000	-	240,000
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	175,000	-	-	-	-	175,000	-	175,000
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	1,231,000	-	-	-	-	1,231,000	-	1,231,000
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	686,000	-	-	-	-	686,000	-	686,000
MSP278- FFY 2022 - 5310 Program - Provo/Orem	474,000	-	-	-	-	474,000	-	474,000
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	383,000	-	-	-	-	383,000	-	383,000
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	677,000	-	-	-	-	677,000	-	677,000
MSP281- FFY 2021 - 5310 Program - Provo/Orem	260,000	-	-	-	-	260,000	-	260,000
MSP295- ARPA 5310	249,000	-	-	-	-	249,000	-	249,000
MSP296- CRRSAA 5310	249,000	-	-	-	-	249,000	-	249,000
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	1,113,000	-	-	-	-	1,095,000	18,000	1,113,000
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	628,000	-	-	-	-	628,000	-	628,000
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	394,000	-	-	-	-	394,000	-	394,000
Capital Construction	31,099,000	2,050,000	1,000,000	500,000	-	25,437,000	9,212,000	34,649,000
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	12,001,000	-	-	-	-	11,812,000	189,000	12,001,000
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	14,785,000	-	-	-	-	13,625,000	1,160,000	14,785,000
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	2,050,000	1,000,000	500,000	-	-	5,600,000	5,600,000
MSP272- Trax Operational Simulator	1,763,000	-	-	-	-	-	1,763,000	1,763,000
MSP282- Frontrunner Platform Modification	500,000	-	-	-	-	-	500,000	500,000
Capital Development	87,623,000	103,213,000	119,889,000	27,094,000	14,375,000	233,141,000	119,053,000	352,194,000
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000	-	-	-	-	-	36,000	36,000
MSP140- Box Elder County Corridor Preservation	2,075,000	1,575,000	1,575,000	1,575,000	1,575,000	-	8,375,000	8,375,000
MSP156- Prop 1 Passenger Imp. Davis County	113,000	-	-	-	-	-	113,000	113,000
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-

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2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
MSP193- Weber County Corridor Preservation	2,824,000	-	-	-	-	2,824,000	-	2,824,000
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	1,700,000	5,864,000	35,566,000	12,519,000	-	51,192,000	4,457,000	55,649,000
MSP205- TIGER Program of Projects	10,460,000	2,809,000	-	-	-	7,568,000	5,701,000	13,269,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,101,000	1,001,000	-	-	-	1,976,000	126,000	2,102,000
MSP208- Clearfield FR Station Trail	1,501,000	-	-	-	-	1,451,000	50,000	1,501,000
MSP215- Sharp/Tintic	110,000	395,000	-	-	-	-	505,000	505,000
MSP216- Point of the Mountain Transit	3,000,000	500,000	500,000	500,000	500,000	5,000,000	-	5,000,000
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	1,478,000	-	-	-	-	-	1,478,000	1,478,000
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	360,000	360,000	500,000	500,000	500,000	-	2,220,000	2,220,000
MSP252- FrontRunner Forward	3,880,000	500,000	500,000	800,000	600,000	6,280,000	-	6,280,000
MSP253- Mid-Valley Connector	15,001,000	45,103,000	43,976,000	-	-	104,080,000	-	104,080,000
MSP254- TechLink Corridor	1,200,000	1,200,000	5,000,000	-	-	6,200,000	1,200,000	7,400,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	3,090,000	5,900,000	2,200,000	-	-	-	11,190,000	11,190,000
MSP259- S-Line Extension	1,870,000	6,700,000	3,080,000	-	-	11,650,000	-	11,650,000
MSP260- Westside Express (5600 West)	1,000,000	9,086,000	7,322,000	-	-	16,908,000	500,000	17,408,000
MSP264- South Valley Transit	3,830,000	2,000,000	2,620,000	-	-	5,830,000	2,620,000	8,450,000
MSP265- Program Management Support	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	-	16,500,000	16,500,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	2,300,000	2,300,000	3,300,000	-	-	3,760,000	4,140,000	7,900,000
MSP268- Optical Detection Next Steps	109,000	-	-	-	-	35,000	74,000	109,000
MSP269- Warm Springs Sewer Line Relocation	1,496,000	-	-	-	-	-	1,496,000	1,496,000
MSP273- Public Partnership Projects	10,000,000	-	-	-	-	-	10,000,000	10,000,000
MSP274- Historic Utah Southern Rail Trail	14,000	-	-	-	-	-	14,000	14,000
MSP286- Utah County Park & Ride Lots	230,000	2,220,000	2,550,000	-	-	4,200,000	800,000	5,000,000
MSP287- 900 East UVX Station	4,300,000	-	-	-	-	4,000,000	300,000	4,300,000
MSP288- Sustainability Project Pool	200,000	200,000	200,000	200,000	200,000	-	1,000,000	1,000,000
MSP289- Historic Orchard Pathway (Box Elder County)	206,000	-	-	-	-	187,000	19,000	206,000
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro	414,000	-	-	-	-	-	414,000	414,000
MSP291- CareATC Location Build Out	35,000	-	-	-	-	-	35,000	35,000
MSP293- Sheperd Lane Embankment	300,000	3,700,000	-	-	-	-	4,000,000	4,000,000
REV239- HB433 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	3,090,000	1,000,000	1,100,000	1,100,000	1,100,000	-	7,390,000	7,390,000
SGR408- Route End of Line (EOL) Enhancements	1,000,000	1,500,000	500,000	500,000	500,000	-	4,000,000	4,000,000
SGR409- System Restrooms	1,000,000	1,000,000	1,100,000	1,100,000	1,100,000	-	5,300,000	5,300,000
Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
MSP999- Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
Facilities- SGR	7,021,000	16,117,000	6,245,000	3,527,000	3,823,000	-	36,733,000	36,733,000
FMA559- Office Equipment Reserve	100,000	100,000	100,000	100,000	-	-	400,000	400,000
FMA652- Facilities, Equipment Managed Reserve	571,000	500,000	1,000,000	500,000	750,000	-	3,321,000	3,321,000
FMA653- Facilities Rehab and Replacement	1,780,000	1,500,000	2,000,000	1,000,000	1,000,000	-	7,280,000	7,280,000

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2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
FMA672- Park and Ride Rehab/Replacement	500,000	750,000	1,000,000	500,000	500,000	-	3,250,000	3,250,000
FMA673- Stations and Platforms Rehab/Replace	560,000	250,000	250,000	500,000	250,000	-	1,810,000	1,810,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,170,000	900,000	900,000	900,000	1,200,000	-	5,070,000	5,070,000
FMA685- Wheel Truing Machine JRSC	-	4,000,000	-	-	-	-	4,000,000	4,000,000
FMA686- Warehouse Equipment Managed Reserve	375,000	117,000	95,000	27,000	123,000	-	737,000	737,000
SGR390- Jordan River Bldg 2 Remodel	1,965,000	8,000,000	900,000	-	-	-	10,865,000	10,865,000
Information Technology	17,690,000	25,483,000	15,036,000	8,764,000	2,023,000	-	68,996,000	68,996,000
ICI001- Passenger Information Signage	3,202,000	350,000	-	-	-	-	3,552,000	3,552,000
ICI005- EFC – Rehab & Replacement	225,000	150,000	-	-	-	-	375,000	375,000
ICI146- FrontRunner WiFi Enhancements	712,000	100,000	50,000	50,000	50,000	-	962,000	962,000
ICI173- JDE System Enhancements	50,000	50,000	50,000	50,000	50,000	-	250,000	250,000
ICI179- Network Infrastructure Equipment & Software	242,000	271,000	313,000	279,000	150,000	-	1,255,000	1,255,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	283,000	200,000	200,000	200,000	200,000	-	1,083,000	1,083,000
ICI191- IT Managed Reserves	446,000	400,000	400,000	400,000	400,000	-	2,046,000	2,046,000
ICI197- Bus Communications On-Board Technology	102,000	100,000	100,000	200,000	200,000	-	702,000	702,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	410,000	283,000	260,000	475,000	250,000	-	1,678,000	1,678,000
ICI199- Rail Communication Onboard Tech	197,000	100,000	100,000	100,000	100,000	-	597,000	597,000
ICI201- Server, Storage Infrastructure Equipment & Software	1,681,000	269,000	286,000	173,000	173,000	-	2,582,000	2,582,000
ICI202- Radio Comm Infrastructure	174,000	100,000	100,000	100,000	100,000	-	574,000	574,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	486,000	243,000	243,000	-	-	-	972,000	972,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	170,000	-	-	-	-	-	170,000	170,000
ICI217- Transit Management System	950,000	-	-	-	-	-	950,000	950,000
ICI222- Fares Systems Replacement Program	5,500,000	13,867,000	11,434,000	6,587,000	200,000	-	37,588,000	37,588,000
ICI223- ERP Analysis	300,000	-	-	-	-	-	300,000	300,000
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	60,000	-	-	-	-	-	60,000	60,000
ICI226- New Radio Communication System	2,000,000	8,000,000	500,000	150,000	150,000	-	10,800,000	10,800,000
ICI228- CPO New HRIS system application upgrade	500,000	1,000,000	1,000,000	-	-	-	2,500,000	2,500,000
Infrastructure SGR Projects	51,309,000	40,623,000	35,095,000	27,963,000	25,572,000	111,520,000	69,042,000	180,562,000
MSP189- Signal Pre-emption Projects w/UDOT	200,000	-	-	-	-	200,000	-	200,000
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	567,000	534,000	603,000	510,000	530,000	-	2,744,000	2,744,000
SGR359- Bridge Rehabilitation & Maintenance	625,000	472,000	400,000	320,000	400,000	-	2,217,000	2,217,000
SGR370- Light Rail Red Signal Enforcement	3,315,000	3,500,000	3,000,000	2,500,000	-	-	12,315,000	12,315,000
SGR385- Rail Rehab and Replacement	14,650,000	3,500,000	4,000,000	4,000,000	4,000,000	18,920,000	11,230,000	30,150,000
SGR393- Grade Crossing Rehab/Replacement	2,750,000	3,000,000	3,000,000	3,000,000	3,000,000	6,607,000	8,143,000	14,750,000
SGR397- Traction Power Rehab/Replacement	15,332,000	15,332,000	6,152,000	800,000	-	29,451,000	8,165,000	37,616,000
SGR398- OCS Rehab/Replace	2,000,000	2,035,000	8,000,000	6,000,000	6,000,000	19,228,000	4,807,000	24,035,000
SGR401- Ballast and Tie Rehab/Replacement	250,000	350,000	400,000	400,000	400,000	-	1,800,000	1,800,000
SGR403- Train Control Rehab/Replacement	4,400,000	8,600,000	6,000,000	7,543,000	7,492,000	22,616,000	11,419,000	34,035,000
SGR404- Rail Switches/Trackwork Controls	2,820,000	1,300,000	2,000,000	2,250,000	3,000,000	8,496,000	2,874,000	11,370,000
SGR410- Fiber Rehab/Replacement	4,400,000	2,000,000	1,540,000	640,000	750,000	6,002,000	3,328,000	9,330,000

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2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
Planning	4,127,000	1,935,000	1,800,000	1,800,000	1,800,000	1,683,000	9,779,000	11,462,000
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Si	412,000	-	-	-	-	336,000	76,000	412,000
ICI221- Customer Relations Software Replacement	270,000	135,000	-	-	-	-	405,000	405,000
MSP198- Wayfinding Plan	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	-	7,500,000	7,500,000
MSP284- Route Planning Restoration using Equity Index	300,000	-	-	-	-	300,000	-	300,000
MSP285- Bus Network Optimization Program (BNOP)	100,000	-	-	-	-	-	100,000	100,000
MSP292- AOPPP: Paratransit Forward Study	385,000	-	-	-	-	385,000	-	385,000
MSP294- Planning Studies Managed Reserve	300,000	300,000	300,000	300,000	300,000	-	1,500,000	1,500,000
REV234- Tooele County Microtransit & Vehicle Electrification	860,000	-	-	-	-	662,000	198,000	860,000
Property/TOC	8,627,000	2,634,000	1,184,000	791,000	63,000	1,955,000	11,344,000	13,299,000
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	40,000	40,000	40,000	-	-	160,000	160,000
MSP262- SLCentral HQ Office	1,780,000	1,000,000	-	-	-	-	2,780,000	2,780,000
MSP263- TOD Working Capital	688,000	688,000	688,000	688,000	-	-	2,752,000	2,752,000
MSP275- Station Area Planning	1,119,000	906,000	456,000	63,000	63,000	1,955,000	652,000	2,607,000
MSP283- ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	5,000,000	5,000,000
Revenue/Service Vehicles	92,249,000	77,910,000	81,935,000	145,664,000	191,278,000	221,036,000	368,000,000	589,036,000
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	113,000	661,000	1,269,000	580,000	22,000	654,000	1,991,000	2,645,000
REV205- Replacement Non-Revenue Support Vehicles	1,148,000	500,000	500,000	750,000	750,000	-	3,648,000	3,648,000
REV209- Paratransit Replacements	3,328,000	3,328,000	2,883,000	3,435,000	3,546,000	-	16,520,000	16,520,000
REV211- Replacement Buses	31,452,000	38,787,000	42,816,000	50,891,000	26,910,000	-	190,856,000	190,856,000
REV212- Park City Lo/No Grant	4,543,000	-	-	-	-	4,222,000	321,000	4,543,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,100,000	3,000,000	3,000,000	3,000,000	3,000,000	-	14,100,000	14,100,000
REV232- Van Pool Van Replacements	1,923,000	1,676,000	1,717,000	1,758,000	1,800,000	-	8,874,000	8,874,000
REV233- Commuter Rail Vehicle Procurement - Used	4,000,000	8,000,000	-	-	-	-	12,000,000	12,000,000
REV236- VW Battery Buses	22,030,000	-	-	-	-	15,508,000	6,522,000	22,030,000
REV237- GPS Telemetrics System	380,000	-	-	-	-	-	380,000	380,000
REV238- SD100/SD160 Light Rail Vehicle Replacement	2,000,000	5,000,000	16,000,000	73,500,000	143,500,000	180,000,000	60,000,000	240,000,000
SGR040- Light Rail Vehicle Rehab	13,610,000	10,662,000	9,000,000	8,000,000	8,000,000	20,652,000	28,620,000	49,272,000
SGR353- Commuter Rail Engine Overhaul	3,035,000	2,395,000	1,000,000	-	-	-	6,430,000	6,430,000
SGR386- Repair Damaged LRV	1,422,000	1,901,000	-	-	-	-	3,323,000	3,323,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	1,165,000	2,000,000	3,750,000	3,750,000	3,750,000	-	14,415,000	14,415,000
Safety and Security	5,420,000	2,823,000	2,817,000	2,793,000	2,912,000	21,000	16,744,000	16,765,000
FMA516- Corridor Fencing	50,000	55,000	61,000	67,000	74,000	-	307,000	307,000
FMA543- Police Fleet Vehicles	51,000	53,000	55,000	57,000	59,000	-	275,000	275,000
FMA557- Bus Safety and Security	30,000	33,000	37,000	41,000	45,000	-	186,000	186,000
FMA604- Safety General Projects	100,000	110,000	121,000	133,000	146,000	-	610,000	610,000
FMA645- Camera Sustainability	670,000	682,000	696,000	710,000	726,000	-	3,484,000	3,484,000
FMA656- Facility Security	50,000	50,000	50,000	-	74,000	-	224,000	224,000
FMA658- Bus Replacement Camera System	2,145,000	621,000	621,000	621,000	621,000	-	4,629,000	4,629,000
FMA659- Emergency Operations Training	15,000	-	15,000	-	-	-	30,000	30,000
FMA676- Security General Projects	120,000	22,000	24,000	27,000	30,000	-	223,000	223,000
FMA680- Suicide Prevention Research Project	40,000	30,000	-	-	-	21,000	49,000	70,000

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2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
FMA681- Arc Flash Analysis	705,000	-	-	-	-	-	705,000	705,000
FMA684- Police Managed Reserve	300,000	150,000	150,000	150,000	150,000	-	900,000	900,000
ICI140- Next Crossing Cameras	40,000	70,000	40,000	40,000	40,000	-	230,000	230,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	1,104,000	947,000	947,000	947,000	947,000	-	4,892,000	4,892,000
Grand Total	**318,997,000**	**278,469,000**	**270,308,000**	**224,203,000**	**247,153,000**	**604,959,000**	**734,171,000**	**1,339,130,000**

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2023-2027 Program Summary by Funding Sources

Program/Project	2023-2027 Total Budget	2023-2027 Total Budget- Grants	2023-2027 Total Budget- Grants Unfunded/ Pending	2023-2027 Total Budget- Unfunded Other Sources	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
5310 Projects	10,434,000.00	3,714,000.00	5,393,000.00	-	-	-	1,059,000.00	268,000.00
CDA006- 5310 Admin Funds	1,535,000.00	-	1,535,000.00	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	789,000.00	-	539,000.00	-	-	-	-	250,000.00
ICI227- Voucher Project	10,000.00	-	10,000.00	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	24,000.00	19,000.00	-	-	-	-	5,000.00	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	64,000.00	51,000.00	-	-	-	-	13,000.00	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	144,000.00	115,000.00	-	-	-	-	29,000.00	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	280,000.00	224,000.00	-	-	-	-	56,000.00	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	137,000.00	109,000.00	-	-	-	-	28,000.00	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	215,000.00	172,000.00	-	-	-	-	43,000.00	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	477,000.00	477,000.00	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	240,000.00	240,000.00	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	175,000.00	175,000.00	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	1,231,000.00	-	985,000.00	-	-	-	246,000.00	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	686,000.00	-	549,000.00	-	-	-	137,000.00	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	474,000.00	-	380,000.00	-	-	-	94,000.00	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	383,000.00	-	383,000.00	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	677,000.00	-	677,000.00	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	260,000.00	-	260,000.00	-	-	-	-	-
MSP295- ARPA 5310	249,000.00	249,000.00	-	-	-	-	-	-
MSP296- CRRSAA 5310	249,000.00	249,000.00	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	1,113,000.00	816,000.00	75,000.00	-	-	-	204,000.00	18,000.00
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	628,000.00	503,000.00	-	-	-	-	125,000.00	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	394,000.00	315,000.00	-	-	-	-	79,000.00	-
Capital Construction	34,649,000.00	22,320,000.00	-	-	-	3,117,000.00	-	9,212,000.00
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	12,001,000.00	8,695,000.00	-	-	-	3,117,000.00	-	189,000.00
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	14,785,000.00	13,625,000.00	-	-	-	-	-	1,160,000.00
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	5,600,000.00	-	-	-	-	-	-	5,600,000.00
MSP272- Trax Operational Simulator	1,763,000.00	-	-	-	-	-	-	1,763,000.00
MSP282- Frontrunner Platform Modification	500,000.00	-	-	-	-	-	-	500,000.00
Capital Development	352,194,000.00	91,384,000.00	74,860,000.00	-	-	61,678,000.00	5,219,000.00	119,053,000.00
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000.00	-	-	-	-	-	-	36,000.00
MSP140- Box Elder County Corridor Preservation	8,375,000.00	-	-	-	-	-	-	8,375,000.00

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Program/Project	2023-2027 Total Budget	2023-2027 Total Budget- Grants	2023-2027 Total Budget- Grants Unfunded/Pending	2023-2027 Total Budget- Unfunded Other Sources	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
MSP156- Prop 1 Passenger Imp. Davis County	113,000.00	-	-	-	-	-	-	113,000.00
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	2,824,000.00	-	-	-	-	-	2,824,000.00	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	55,649,000.00	1,500,000.00	49,692,000.00	-	-	-	-	4,457,000.00
MSP205- TIGER Program of Projects	13,269,000.00	5,686,000.00	-	-	-	1,743,000.00	139,000.00	5,701,000.00
MSP207- 3300/3500 South MAX Exp/Optimization	2,102,000.00	1,976,000.00	-	-	-	-	-	126,000.00
MSP208- Clearfield FR Station Trail	1,501,000.00	1,451,000.00	-	-	-	-	-	50,000.00
MSP215- Sharp/Tintic	505,000.00	-	-	-	-	-	-	505,000.00
MSP216- Point of the Mountain Transit	5,000,000.00	2,000,000.00	-	-	-	3,000,000.00	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	1,478,000.00	-	-	-	-	-	-	1,478,000.00
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	2,220,000.00	-	-	-	-	-	-	2,220,000.00
MSP252- FrontRunner Forward	6,280,000.00	-	-	-	-	6,280,000.00	-	-
MSP253- Mid-Valley Connector	104,080,000.00	69,405,000.00	-	-	-	34,675,000.00	-	-
MSP254- TechLink Corridor	7,400,000.00	950,000.00	5,000,000.00	-	-	-	250,000.00	1,200,000.00
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	11,190,000.00	-	-	-	-	-	-	11,190,000.00
MSP259- S-Line Extension	11,650,000.00	-	-	-	-	11,650,000.00	-	-
MSP260- Westside Express (5600 West)	17,408,000.00	-	16,408,000.00	-	-	500,000.00	-	500,000.00
MSP264- South Valley Transit	8,450,000.00	-	-	-	-	3,830,000.00	2,000,000.00	2,620,000.00
MSP265- Program Management Support	16,500,000.00	-	-	-	-	-	-	16,500,000.00
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	7,900,000.00	-	3,760,000.00	-	-	-	-	4,140,000.00
MSP268- Optical Detection Next Steps	109,000.00	29,000.00	-	-	-	-	6,000.00	74,000.00
MSP269- Warm Springs Sewer Line Relocation	1,496,000.00	-	-	-	-	-	-	1,496,000.00
MSP273- Public Partnership Projects	10,000,000.00	-	-	-	-	-	-	10,000,000.00
MSP274- Historic Utah Southern Rail Trail	14,000.00	-	-	-	-	-	-	14,000.00
MSP286- Utah County Park & Ride Lots	5,000,000.00	4,200,000.00	-	-	-	-	-	800,000.00
MSP287- 900 East UVX Station	4,300,000.00	4,000,000.00	-	-	-	-	-	300,000.00
MSP288- Sustainability Project Pool	1,000,000.00	-	-	-	-	-	-	1,000,000.00
MSP289- Historic Orchard Pathway (Box Elder County)	206,000.00	187,000.00	-	-	-	-	-	19,000.00
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	414,000.00	-	-	-	-	-	-	414,000.00
MSP291- CareATC Location Build Out	35,000.00	-	-	-	-	-	-	35,000.00
MSP293- Sheperd Lane Embankment	4,000,000.00	-	-	-	-	-	-	4,000,000.00
REV239- HB433 Future Rail Car Purchase Payment	25,000,000.00	-	-	-	-	-	-	25,000,000.00
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	7,390,000.00	-	-	-	-	-	-	7,390,000.00
SGR408- Route End of Line (EOL) Enhancements	4,000,000.00	-	-	-	-	-	-	4,000,000.00
SGR409- System Restrooms	5,300,000.00	-	-	-	-	-	-	5,300,000.00
Contingency	25,000,000.00	-	-	-	-	-	-	25,000,000.00
MSP999- Capital Contingency	25,000,000.00	-	-	-	-	-	-	25,000,000.00

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Facilities- SGR	36,733,000.00	-	-	-	-	-	-	36,733,000.00
FMA559- Office Equipment Reserve	400,000.00	-	-	-	-	-	-	400,000.00
FMA652- Facilities, Equipment Managed Reserve	3,321,000.00	-	-	-	-	-	-	3,321,000.00
FMA653- Facilities Rehab and Replacement	7,280,000.00	-	-	-	-	-	-	7,280,000.00
FMA672- Park and Ride Rehab/Replacement	3,250,000.00	-	-	-	-	-	-	3,250,000.00
FMA673- Stations and Platforms Rehab/Replace	1,810,000.00	-	-	-	-	-	-	1,810,000.00
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	5,070,000.00	-	-	-	-	-	-	5,070,000.00
FMA685- Wheel Truing Machine JRSC	4,000,000.00	-	-	-	-	-	-	4,000,000.00
FMA686- Warehouse Equipment Managed Reserve	737,000.00	-	-	-	-	-	-	737,000.00
SGR390- Jordan River Bldg 2 Remodel	10,865,000.00	-	-	-	-	-	-	10,865,000.00
Information Technology	68,996,000.00	-	-	-	-	-	-	68,996,000.00
ICI001- Passenger Information Signage	3,552,000.00	-	-	-	-	-	-	3,552,000.00
ICI005- EFC – Rehab & Replacement	375,000.00	-	-	-	-	-	-	375,000.00
ICI146- FrontRunner WiFi Enhancements	962,000.00	-	-	-	-	-	-	962,000.00
ICI173- JDE System Enhancements	250,000.00	-	-	-	-	-	-	250,000.00
ICI179- Network Infrastructure Equipment & Software	1,255,000.00	-	-	-	-	-	-	1,255,000.00
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	1,083,000.00	-	-	-	-	-	-	1,083,000.00
ICI191- IT Managed Reserves	2,046,000.00	-	-	-	-	-	-	2,046,000.00
ICI197- Bus Communications On-Board Technology	702,000.00	-	-	-	-	-	-	702,000.00
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	1,678,000.00	-	-	-	-	-	-	1,678,000.00
ICI199- Rail Communication Onboard Tech	597,000.00	-	-	-	-	-	-	597,000.00
ICI201- Server, Storage Infrastructure Equipment & Software	2,582,000.00	-	-	-	-	-	-	2,582,000.00
ICI202- Radio Comm Infrastructure	574,000.00	-	-	-	-	-	-	574,000.00
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	972,000.00	-	-	-	-	-	-	972,000.00
ICI216- SSBU Mobility Eligibility Center Trapeze Software	170,000.00	-	-	-	-	-	-	170,000.00
ICI217- Transit Management System	950,000.00	-	-	-	-	-	-	950,000.00
ICI222- Fares Systems Replacement Program	37,588,000.00	-	-	-	-	-	-	37,588,000.00
ICI223- ERP Analysis	300,000.00	-	-	-	-	-	-	300,000.00
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	60,000.00	-	-	-	-	-	-	60,000.00
ICI226- New Radio Communication System	10,800,000.00	-	-	-	-	-	-	10,800,000.00
ICI228- CPO New HRIS system application upgrade	2,500,000.00	-	-	-	-	-	-	2,500,000.00
Infrastructure SGR Projects	180,562,000.00	111,320,000.00	-	-	-	-	200,000.00	69,042,000.00
MSP189- Signal Pre-emption Projects w/UDOT	200,000.00	-	-	-	-	-	200,000.00	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	2,744,000.00	-	-	-	-	-	-	2,744,000.00
SGR359- Bridge Rehabilitation & Maintenance	2,217,000.00	-	-	-	-	-	-	2,217,000.00
SGR370- Light Rail Red Signal Enforcement	12,315,000.00	-	-	-	-	-	-	12,315,000.00
SGR385- Rail Rehab and Replacement	30,150,000.00	18,920,000.00	-	-	-	-	-	11,230,000.00
SGR393- Grade Crossing Rehab/Replacement	14,750,000.00	6,607,000.00	-	-	-	-	-	8,143,000.00

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2023-2027 Program Summary by Funding Sources

Program/Project	2023-2027 Total Budget	2023-2027 Total Budget- Grants	2023-2027 Total Budget- Grants Unfunded/ Pending	2023-2027 Total Budget- Unfunded Other Sources	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
SGR397- Traction Power Rehab/Replacement	37,616,000.00	29,451,000.00	-	-	-	-	-	8,165,000.00
SGR398- OCS Rehab/Replace	24,035,000.00	19,228,000.00	-	-	-	-	-	4,807,000.00
SGR401- Ballast and Tie Rehab/Replacement	1,800,000.00	-	-	-	-	-	-	1,800,000.00
SGR403- Train Control Rehab/Replacement	34,035,000.00	22,616,000.00	-	-	-	-	-	11,419,000.00
SGR404- Rail Switches/Trackwork Controls	11,370,000.00	8,496,000.00	-	-	-	-	-	2,874,000.00
SGR410- Fiber Rehab/Replacement	9,330,000.00	6,002,000.00	-	-	-	-	-	3,328,000.00
Planning	11,462,000.00	1,514,000.00	-	-	-	-	169,000.00	9,779,000.00
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	412,000.00	336,000.00	-	-	-	-	-	76,000.00
ICI221- Customer Relations Software Replacement	405,000.00	-	-	-	-	-	-	405,000.00
MSP198- Wayfinding Plan	7,500,000.00	-	-	-	-	-	-	7,500,000.00
MSP284- Route Planning Restoration using Equity Index	300,000.00	300,000.00	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	100,000.00	-	-	-	-	-	-	100,000.00
MSP292- AOPPP: Paratransit Forward Study	385,000.00	385,000.00	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	1,500,000.00	-	-	-	-	-	-	1,500,000.00
REV234- Tooele County Microtransit & Vehicle Electrification	860,000.00	493,000.00	-	-	-	-	169,000.00	198,000.00
Property/TOC	13,299,000.00	-	-	-	-	-	1,955,000.00	11,344,000.00
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	160,000.00	-	-	-	-	-	-	160,000.00
MSP262- SLCentral HQ Office	2,780,000.00	-	-	-	-	-	-	2,780,000.00
MSP263- TOD Working Capital	2,752,000.00	-	-	-	-	-	-	2,752,000.00
MSP275- Station Area Planning	2,607,000.00	-	-	-	-	-	1,955,000.00	652,000.00
MSP283- ROW & Facility Property Opportunity Buy	5,000,000.00	-	-	-	-	-	-	5,000,000.00
Revenue/Service Vehicles	589,036,000.00	36,767,000.00	120,000,000.00	60,000,000.00	231,442,000.00	-	4,269,000.00	136,558,000.00
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	2,645,000.00	317,000.00	-	-	-	-	337,000.00	1,991,000.00
REV205- Replacement Non-Revenue Support Vehicles	3,648,000.00	-	-	-	3,648,000.00	-	-	-
REV209- Paratransit Replacements	16,520,000.00	-	-	-	16,520,000.00	-	-	-
REV211- Replacement Buses	190,856,000.00	-	-	-	190,400,000.00	-	-	456,000.00
REV212- Park City Lo/No Grant	4,543,000.00	2,790,000.00	-	-	-	-	1,432,000.00	321,000.00
REV224- Bus Engine/Trans/Comp Rehab/Replace	14,100,000.00	-	-	-	-	-	-	14,100,000.00
REV232- Van Pool Van Replacements	8,874,000.00	-	-	-	8,874,000.00	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	12,000,000.00	-	-	-	12,000,000.00	-	-	-
REV236- VW Battery Buses	22,030,000.00	13,008,000.00	-	-	-	-	2,500,000.00	6,522,000.00
REV237- GPS Telemetrics System	380,000.00	-	-	-	-	-	-	380,000.00
REV238- SD100/SD160 Light Rail Vehicle Replacement	240,000,000.00	-	120,000,000.00	60,000,000.00	-	-	-	60,000,000.00
SGR040- Light Rail Vehicle Rehab	49,272,000.00	20,652,000.00	-	-	-	-	-	28,620,000.00
SGR353- Commuter Rail Engine Overhaul	6,430,000.00	-	-	-	-	-	-	6,430,000.00
SGR386- Repair Damaged LRV	3,323,000.00	-	-	-	-	-	-	3,323,000.00
SGR391- Commuter Rail Vehicle Rehab and Replacement	14,415,000.00	-	-	-	-	-	-	14,415,000.00
Safety and Security	16,765,000.00	21,000.00	-	-	-	-	-	16,744,000.00
FMA516- Corridor Fencing	307,000.00	-	-	-	-	-	-	307,000.00
FMA543- Police Fleet Vehicles	275,000.00	-	-	-	-	-	-	275,000.00

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2023-2027 Program Summary by Funding Sources

Program/Project	2023-2027 Total Budget	2023-2027 Total Budget- Grants	2023-2027 Total Budget- Grants Unfunded/ Pending	2023-2027 Total Budget- Unfunded Other Sources	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
FMA557- Bus Safety and Security	186,000.00	-	-	-	-	-	-	186,000.00
FMA604- Safety General Projects	610,000.00	-	-	-	-	-	-	610,000.00
FMA645- Camera Sustainability	3,484,000.00	-	-	-	-	-	-	3,484,000.00
FMA656- Facility Security	224,000.00	-	-	-	-	-	-	224,000.00
FMA658- Bus Replacement Camera System	4,629,000.00	-	-	-	-	-	-	4,629,000.00
FMA659- Emergency Operations Training	30,000.00	-	-	-	-	-	-	30,000.00
FMA676- Security General Projects	223,000.00	-	-	-	-	-	-	223,000.00
FMA680- Suicide Prevention Research Project	70,000.00	21,000.00	-	-	-	-	-	49,000.00
FMA681- Arc Flash Analysis	705,000.00	-	-	-	-	-	-	705,000.00
FMA684- Police Managed Reserve	900,000.00	-	-	-	-	-	-	900,000.00
ICI140- Next Crossing Cameras	230,000.00	-	-	-	-	-	-	230,000.00
ICI229- Red/Blue/Green/Frontrunner Camera Systems	4,892,000.00	-	-	-	-	-	-	4,892,000.00
Grand Total	**1,339,130,000.00**	**267,040,000.00**	**200,253,000.00**	**60,000,000.00**	**231,442,000.00**	**64,795,000.00**	**12,871,000.00**	**502,729,000.00**

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2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded	2023 Grants-Unfunded/Pending	2023 Unfunded-Other Sources	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
5310 Projects	**8,832,000**	**3,714,000**	**4,011,000**	**-**	**-**	**-**	**1,059,000**	**48,000**
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	415,000	-	385,000	-	-	-	-	30,000
ICI227- Voucher Project	10,000	-	10,000	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	24,000	19,000	-	-	-	-	5,000	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	64,000	51,000	-	-	-	-	13,000	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	144,000	115,000	-	-	-	-	29,000	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	280,000	224,000	-	-	-	-	56,000	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	137,000	109,000	-	-	-	-	28,000	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	215,000	172,000	-	-	-	-	43,000	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	477,000	477,000	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	240,000	240,000	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	175,000	175,000	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	1,231,000	-	985,000	-	-	-	246,000	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	686,000	-	549,000	-	-	-	137,000	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	474,000	-	380,000	-	-	-	94,000	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	383,000	-	383,000	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	677,000	-	677,000	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	260,000	-	260,000	-	-	-	-	-
MSP295- ARPA 5310	249,000	249,000	-	-	-	-	-	-
MSP296- CRRSAA 5310	249,000	249,000	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	1,113,000	816,000	75,000	-	-	-	204,000	18,000
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	628,000	503,000	-	-	-	-	125,000	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	394,000	315,000	-	-	-	-	79,000	-
Capital Construction	**31,099,000**	**22,320,000**	**-**	**-**	**-**	**3,117,000**	**-**	**5,662,000**
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	12,001,000	8,695,000	-	-	-	3,117,000	-	189,000
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	14,785,000	13,625,000	-	-	-	-	-	1,160,000
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	-	-	-	-	-	-	2,050,000
MSP272- Trax Operational Simulator	1,763,000	-	-	-	-	-	-	1,763,000
MSP282- Frontrunner Platform Modification	500,000	-	-	-	-	-	-	500,000
Capital Development	**87,623,000**	**24,594,000**	**760,000**	**-**	**-**	**16,221,000**	**5,189,000**	**40,859,000**
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000	-	-	-	-	-	-	36,000
MSP140- Box Elder County Corridor Preservation	2,075,000	-	-	-	-	-	-	2,075,000
MSP156- Prop 1 Passenger Imp. Davis County	113,000	-	-	-	-	-	-	113,000
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	2,824,000	-	-	-	-	-	2,824,000	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	1,700,000	1,500,000	-	-	-	-	-	200,000
MSP205- TIGER Program of Projects	10,460,000	4,464,000	-	-	-	1,368,000	109,000	4,519,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,101,000	1,035,000	-	-	-	-	-	66,000
MSP208- Clearfield FR Station Trail	1,501,000	1,451,000	-	-	-	-	-	50,000
MSP215- Sharp/Tintic	110,000	-	-	-	-	-	-	110,000

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2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded	2023 Grants-Unfunded/Pending	2023 Unfunded-Other Sources	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
MSP216- Point of the Mountain Transit	3,000,000	2,000,000	-	-	-	1,000,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	1,478,000	-	-	-	-	-	-	1,478,000
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	360,000	-	-	-	-	-	-	360,000
MSP252- FrontRunner Forward	3,880,000	-	-	-	-	3,880,000	-	-
MSP253- Mid-Valley Connector	15,001,000	9,228,000	-	-	-	5,773,000	-	-
MSP254- TechLink Corridor	1,200,000	700,000	-	-	-	-	250,000	250,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	3,090,000	-	-	-	-	-	-	3,090,000
MSP259- S-Line Extension	1,870,000	-	-	-	-	1,870,000	-	-
MSP260- Westside Express (5600 West)	1,000,000	-	-	-	-	500,000	-	500,000
MSP264- South Valley Transit	3,830,000	-	-	-	-	1,830,000	2,000,000	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	2,300,000	-	760,000	-	-	-	-	1,540,000
MSP268- Optical Detection Next Steps	109,000	29,000	-	-	-	-	6,000	74,000
MSP269- Warm Springs Sewer Line Relocation	1,496,000	-	-	-	-	-	-	1,496,000
MSP273- Public Partnership Projects	10,000,000	-	-	-	-	-	-	10,000,000
MSP274- Historic Utah Southern Rail Trail	14,000	-	-	-	-	-	-	14,000
MSP286- Utah County Park & Ride Lots	230,000	-	-	-	-	-	-	230,000
MSP287- 900 East UVX Station	4,300,000	4,000,000	-	-	-	-	-	300,000
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	206,000	187,000	-	-	-	-	-	19,000
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	414,000	-	-	-	-	-	-	414,000
MSP291- CareATC Location Build Out	35,000	-	-	-	-	-	-	35,000
MSP293- Sheperd Lane Embankment	300,000	-	-	-	-	-	-	300,000
REV239- HB433 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	3,090,000	-	-	-	-	-	-	3,090,000
SGR408- Route End of Line (EOL) Enhancements	1,000,000	-	-	-	-	-	-	1,000,000
SGR409- System Restrooms	1,000,000	-	-	-	-	-	-	1,000,000
Contingency	**5,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**5,000,000**
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	**7,021,000**	**-**	**-**	**-**	**-**	**-**	**-**	**7,021,000**
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	571,000	-	-	-	-	-	-	571,000
FMA653- Facilities Rehab and Replacement	1,780,000	-	-	-	-	-	-	1,780,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	560,000	-	-	-	-	-	-	560,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,170,000	-	-	-	-	-	-	1,170,000
FMA685- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA686- Warehouse Equipment Managed Reserve	375,000	-	-	-	-	-	-	375,000
SGR390- Jordan River Bldg 2 Remodel	1,965,000	-	-	-	-	-	-	1,965,000
Information Technology	**17,690,000**	**-**	**-**	**-**	**-**	**-**	**-**	**17,690,000**
ICI001- Passenger Information Signage	3,202,000	-	-	-	-	-	-	3,202,000
ICI005- EFC – Rehab & Replacement	225,000	-	-	-	-	-	-	225,000
ICI146- FrontRunner WiFi Enhancements	712,000	-	-	-	-	-	-	712,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	242,000	-	-	-	-	-	-	242,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	283,000	-	-	-	-	-	-	283,000

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Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded	2023 Grants-Unfunded/Pending	2023 Unfunded-Other Sources	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
ICI191- IT Managed Reserves	446,000	-	-	-	-	-	-	446,000
ICI197- Bus Communications On-Board Technology	102,000	-	-	-	-	-	-	102,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	410,000	-	-	-	-	-	-	410,000
ICI199- Rail Communication Onboard Tech	197,000	-	-	-	-	-	-	197,000
ICI201- Server, Storage Infrastructure Equipment & Software	1,681,000	-	-	-	-	-	-	1,681,000
ICI202- Radio Comm Infrastructure	174,000	-	-	-	-	-	-	174,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	486,000	-	-	-	-	-	-	486,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	170,000	-	-	-	-	-	-	170,000
ICI217- Transit Management System	950,000	-	-	-	-	-	-	950,000
ICI222- Fares Systems Replacement Program	5,500,000	-	-	-	-	-	-	5,500,000
ICI223- ERP Analysis	300,000	-	-	-	-	-	-	300,000
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	60,000	-	-	-	-	-	-	60,000
ICI226- New Radio Communication System	2,000,000	-	-	-	-	-	-	2,000,000
ICI228- CPO New HRIS system application upgrade	500,000	-	-	-	-	-	-	500,000
Infrastructure SGR Projects	**51,309,000**	**37,081,000**	**-**	**-**	**-**	**-**	**200,000**	**14,028,000**
MSP189- Signal Pre-emption Projects w/UDOT	200,000	-	-	-	-	-	200,000	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	567,000	-	-	-	-	-	-	567,000
SGR359- Bridge Rehabilitation & Maintenance	625,000	-	-	-	-	-	-	625,000
SGR370- Light Rail Red Signal Enforcement	3,315,000	-	-	-	-	-	-	3,315,000
SGR385- Rail Rehab and Replacement	14,650,000	11,720,000	-	-	-	-	-	2,930,000
SGR393- Grade Crossing Rehab/Replacement	2,750,000	2,200,000	-	-	-	-	-	550,000
SGR397- Traction Power Rehab/Replacement	15,332,000	12,265,000	-	-	-	-	-	3,067,000
SGR398- OCS Rehab/Replace	2,000,000	1,600,000	-	-	-	-	-	400,000
SGR401- Ballast and Tie Rehab/Replacement	250,000	-	-	-	-	-	-	250,000
SGR403- Train Control Rehab/Replacement	4,400,000	3,520,000	-	-	-	-	-	880,000
SGR404- Rail Switches/Trackwork Controls	2,820,000	2,256,000	-	-	-	-	-	564,000
SGR410- Fiber Rehab/Replacement	4,400,000	3,520,000	-	-	-	-	-	880,000
Planning	**4,127,000**	**1,514,000**	**-**	**-**	**-**	**-**	**169,000**	**2,444,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	412,000	336,000	-	-	-	-	-	76,000
ICI221- Customer Relations Software Replacement	270,000	-	-	-	-	-	-	270,000
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	300,000	300,000	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	100,000	-	-	-	-	-	-	100,000
MSP292- AOPPP: Paratransit Forward Study	385,000	385,000	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	860,000	493,000	-	-	-	-	169,000	198,000
Property/TOC	**8,627,000**	**-**	**-**	**-**	**-**	**-**	**935,000**	**7,692,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	1,780,000	-	-	-	-	-	-	1,780,000
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	1,119,000	-	-	-	-	-	935,000	184,000
MSP283- ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	-	5,000,000
Revenue/Service Vehicles	**92,249,000**	**26,706,000**	**-**	**-**	**41,755,000**	**-**	**3,957,000**	**19,831,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	113,000	20,000	-	-	-	-	25,000	68,000
REV205- Replacement Non-Revenue Support Vehicles	1,148,000	-	-	-	1,148,000	-	-	-
REV209- Paratransit Replacements	3,328,000	-	-	-	3,328,000	-	-	-
REV211- Replacement Buses	31,452,000	-	-	-	31,356,000	-	-	96,000

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2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded	2023 Grants-Unfunded/Pending	2023 Unfunded-Other Sources	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
REV212- Park City Lo/No Grant	4,543,000	2,790,000	-	-	-	-	1,432,000	321,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,100,000	-	-	-	-	-	-	2,100,000
REV232- Van Pool Van Replacements	1,923,000	-	-	-	1,923,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	4,000,000	-	-	-	4,000,000	-	-	-
REV236- VW Battery Buses	22,030,000	13,008,000	-	-	-	-	2,500,000	6,522,000
REV237- GPS Telemetrics System	380,000	-	-	-	-	-	-	380,000
REV238- SD100/SD160 Light Rail Vehicle Replacement	2,000,000	-	-	-	-	-	-	2,000,000
SGR040- Light Rail Vehicle Rehab	13,610,000	10,888,000	-	-	-	-	-	2,722,000
SGR353- Commuter Rail Engine Overhaul	3,035,000	-	-	-	-	-	-	3,035,000
SGR386- Repair Damaged LRV	1,422,000	-	-	-	-	-	-	1,422,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	1,165,000	-	-	-	-	-	-	1,165,000
Safety and Security	**5,420,000**	**-**	**-**	**-**	**-**	**-**	**-**	**5,420,000**
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA543- Police Fleet Vehicles	51,000	-	-	-	-	-	-	51,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	670,000	-	-	-	-	-	-	670,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000
FMA658- Bus Replacement Camera System	2,145,000	-	-	-	-	-	-	2,145,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	15,000
FMA676- Security General Projects	120,000	-	-	-	-	-	-	120,000
FMA680- Suicide Prevention Research Project	40,000	-	-	-	-	-	-	40,000
FMA681- Arc Flash Analysis	705,000	-	-	-	-	-	-	705,000
FMA684- Police Managed Reserve	300,000	-	-	-	-	-	-	300,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	1,104,000	-	-	-	-	-	-	1,104,000
Grand Total	**318,997,000**	**115,929,000**	**4,771,000**	**-**	**41,755,000**	**19,338,000**	**11,509,000**	**125,695,000**

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2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
5310 Projects	**681,000**	**-**	**461,000**	**-**	**-**	**-**	**-**	**220,000**
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	374,000	-	154,000	-	-	-	-	220,000
ICI227- Voucher Project	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	-	-	-	-	-	-	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	-	-	-	-	-	-	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	-	-	-	-	-	-	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP295- ARPA 5310	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	-	-	-	-	-	-	-	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	-	-	-	-	-	-	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	-	-	-	-	-	-	-	-
Capital Construction	**2,050,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,050,000**
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	-	-	-	-	-	-	2,050,000
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP282- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
Capital Development	**103,213,000**	**32,259,000**	**16,022,000**	**-**	**-**	**27,432,000**	**30,000**	**27,470,000**
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-

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2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	5,864,000	-	5,436,000	-	-	-	-	428,000
MSP205- TIGER Program of Projects	2,809,000	1,222,000	-	-	-	375,000	30,000	1,182,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,001,000	941,000	-	-	-	-	-	60,000
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	395,000	-	-	-	-	-	-	395,000
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	500,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	360,000	-	-	-	-	-	-	360,000
MSP252- FrontRunner Forward	500,000	-	-	-	-	500,000	-	-
MSP253- Mid-Valley Connector	45,103,000	27,746,000	-	-	-	17,357,000	-	-
MSP254- TechLink Corridor	1,200,000	250,000	-	-	-	-	-	950,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	5,900,000	-	-	-	-	-	-	5,900,000
MSP259- S-Line Extension	6,700,000	-	-	-	-	6,700,000	-	-
MSP260- Westside Express (5600 West)	9,086,000	-	9,086,000	-	-	-	-	-
MSP264- South Valley Transit	2,000,000	-	-	-	-	2,000,000	-	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	2,300,000	-	1,500,000	-	-	-	-	800,000
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warm Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP286- Utah County Park & Ride Lots	2,220,000	2,100,000	-	-	-	-	-	120,000
MSP287- 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
MSP291- CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP293- Sheperd Lane Embankment	3,700,000	-	-	-	-	-	-	3,700,000
REV239- HB433 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,000,000	-	-	-	-	-	-	1,000,000
SGR408- Route End of Line (EOL) Enhancements	1,500,000	-	-	-	-	-	-	1,500,000
SGR409- System Restrooms	1,000,000	-	-	-	-	-	-	1,000,000
Contingency	**5,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**5,000,000**
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	**16,117,000**	**-**	**-**	**-**	**-**	**-**	**-**	**16,117,000**
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000

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FMA652- Facilities, Equipment Managed Reserve	500,000	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,500,000	-	-	-	-	-	-	1,500,000
FMA672- Park and Ride Rehab/Replacement	750,000	-	-	-	-	-	-	750,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
FMA685- Wheel Truing Machine JRSC	4,000,000	-	-	-	-	-	-	4,000,000
FMA686- Warehouse Equipment Managed Reserve	117,000	-	-	-	-	-	-	117,000
SGR390- Jordan River Bldg 2 Remodel	8,000,000	-	-	-	-	-	-	8,000,000
Information Technology	**25,483,000**	**-**	**-**	**-**	**-**	**-**	**-**	**25,483,000**
ICI001- Passenger Information Signage	350,000	-	-	-	-	-	-	350,000
ICI005- EFC – Rehab & Replacement	150,000	-	-	-	-	-	-	150,000
ICI146- FrontRunner WiFi Enhancements	100,000	-	-	-	-	-	-	100,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	271,000	-	-	-	-	-	-	271,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	100,000	-	-	-	-	-	-	100,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	283,000	-	-	-	-	-	-	283,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	269,000	-	-	-	-	-	-	269,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	243,000	-	-	-	-	-	-	243,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	13,867,000	-	-	-	-	-	-	13,867,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	8,000,000	-	-	-	-	-	-	8,000,000
ICI228- CPO New HRIS system application upgrade	1,000,000	-	-	-	-	-	-	1,000,000
Infrastructure SGR Projects	**40,623,000**	**22,613,000**	**-**	**-**	**-**	**-**	**-**	**18,010,000**
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	534,000	-	-	-	-	-	-	534,000
SGR359- Bridge Rehabilitation & Maintenance	472,000	-	-	-	-	-	-	472,000
SGR370- Light Rail Red Signal Enforcement	3,500,000	-	-	-	-	-	-	3,500,000
SGR385- Rail Rehab and Replacement	3,500,000	800,000	-	-	-	-	-	2,700,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	400,000	-	-	-	-	-	2,600,000
SGR397- Traction Power Rehab/Replacement	15,332,000	12,265,000	-	-	-	-	-	3,067,000
SGR398- OCS Rehab/Replace	2,035,000	1,628,000	-	-	-	-	-	407,000
SGR401- Ballast and Tie Rehab/Replacement	350,000	-	-	-	-	-	-	350,000

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SGR403- Train Control Rehab/Replacement	8,600,000	4,880,000	-	-	-	-	-	3,720,000
SGR404- Rail Switches/Trackwork Controls	1,300,000	1,040,000	-	-	-	-	-	260,000
SGR410- Fiber Rehab/Replacement	2,000,000	1,600,000	-	-	-	-	-	400,000
Planning	**1,935,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,935,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	135,000	-	-	-	-	-	-	135,000
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	**2,634,000**	**-**	**-**	**-**	**-**	**-**	**690,000**	**1,944,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	1,000,000	-	-	-	-	-	-	1,000,000
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	906,000	-	-	-	-	-	690,000	216,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	**77,910,000**	**7,452,000**	**-**	**-**	**52,201,000**	**-**	**100,000**	**18,157,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	661,000	65,000	-	-	-	-	100,000	496,000
REV205- Replacement Non-Revenue Support Vehicles	500,000	-	-	-	500,000	-	-	-
REV209- Paratransit Replacements	3,328,000	-	-	-	3,328,000	-	-	-
REV211- Replacement Buses	38,787,000	-	-	-	38,697,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,676,000	-	-	-	1,676,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	8,000,000	-	-	-	8,000,000	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	5,000,000	-	-	-	-	-	-	5,000,000
SGR040- Light Rail Vehicle Rehab	10,662,000	7,387,000	-	-	-	-	-	3,275,000
SGR353- Commuter Rail Engine Overhaul	2,395,000	-	-	-	-	-	-	2,395,000
SGR386- Repair Damaged LRV	1,901,000	-	-	-	-	-	-	1,901,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	2,000,000	-	-	-	-	-	-	2,000,000
Safety and Security	**2,823,000**	**21,000**	**-**	**-**	**-**	**-**	**-**	**2,802,000**
FMA516- Corridor Fencing	55,000	-	-	-	-	-	-	55,000
FMA543- Police Fleet Vehicles	53,000	-	-	-	-	-	-	53,000
FMA557- Bus Safety and Security	33,000	-	-	-	-	-	-	33,000
FMA604- Safety General Projects	110,000	-	-	-	-	-	-	110,000
FMA645- Camera Sustainability	682,000	-	-	-	-	-	-	682,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000

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2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	-	-	-	-	-	-	-	-
FMA676- Security General Projects	22,000	-	-	-	-	-	-	22,000
FMA680- Suicide Prevention Research Project	30,000	21,000	-	-	-	-	-	9,000
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	70,000	-	-	-	-	-	-	70,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	**278,469,000**	**62,345,000**	**16,483,000**	**-**	**52,201,000**	**27,432,000**	**820,000**	**119,188,000**

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2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
5310 Projects	**307,000**	**-**	**307,000**	**-**	**-**	**-**	**-**	**-**
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	-	-	-	-	-	-	-	-
ICI227- Voucher Project	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	-	-	-	-	-	-	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	-	-	-	-	-	-	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	-	-	-	-	-	-	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP295- ARPA 5310	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	-	-	-	-	-	-	-	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	-	-	-	-	-	-	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	-	-	-	-	-	-	-	-
Capital Construction	**1,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,000,000**
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	1,000,000	-	-	-	-	-	-	1,000,000
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP282- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
Capital Development	**119,889,000**	**34,531,000**	**46,690,000**	**-**	**-**	**15,625,000**	**-**	**23,043,000**
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-

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2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	35,566,000	-	32,868,000	-	-	-	-	2,698,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207- 3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	-	-	-	-	-	-	-	-
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	500,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	500,000	-	-	-	-	-	-	500,000
MSP252- FrontRunner Forward	500,000	-	-	-	-	500,000	-	-
MSP253- Mid-Valley Connector	43,976,000	32,431,000	-	-	-	11,545,000	-	-
MSP254- TechLink Corridor	5,000,000	-	5,000,000	-	-	-	-	-
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	2,200,000	-	-	-	-	-	-	2,200,000
MSP259- S-Line Extension	3,080,000	-	-	-	-	3,080,000	-	-
MSP260- Westside Express (5600 West)	7,322,000	-	7,322,000	-	-	-	-	-
MSP264- South Valley Transit	2,620,000	-	-	-	-	-	-	2,620,000
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	3,300,000	-	1,500,000	-	-	-	-	1,800,000
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warm Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP286- Utah County Park & Ride Lots	2,550,000	2,100,000	-	-	-	-	-	450,000
MSP287- 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
MSP291- CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP293- Sheperd Lane Embankment	-	-	-	-	-	-	-	-
REV239- HB433 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,100,000	-	-	-	-	-	-	1,100,000
SGR408- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409- System Restrooms	1,100,000	-	-	-	-	-	-	1,100,000
Contingency	**5,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**5,000,000**
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	**6,245,000**	**-**	**-**	**-**	**-**	**-**	**-**	**6,245,000**
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000

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Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
FMA652- Facilities, Equipment Managed Reserve	1,000,000	-	-	-	-	-	-	1,000,000
FMA653- Facilities Rehab and Replacement	2,000,000	-	-	-	-	-	-	2,000,000
FMA672- Park and Ride Rehab/Replacement	1,000,000	-	-	-	-	-	-	1,000,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
FMA685- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA686- Warehouse Equipment Managed Reserve	95,000	-	-	-	-	-	-	95,000
SGR390- Jordan River Bldg 2 Remodel	900,000	-	-	-	-	-	-	900,000
Information Technology	**15,036,000**	**-**	**-**	**-**	**-**	**-**	**-**	**15,036,000**
ICI001- Passenger Information Signage	-	-	-	-	-	-	-	-
ICI005- EFC – Rehab & Replacement	-	-	-	-	-	-	-	-
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	313,000	-	-	-	-	-	-	313,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	100,000	-	-	-	-	-	-	100,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	260,000	-	-	-	-	-	-	260,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	286,000	-	-	-	-	-	-	286,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	243,000	-	-	-	-	-	-	243,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	11,434,000	-	-	-	-	-	-	11,434,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	500,000	-	-	-	-	-	-	500,000
ICI228- CPO New HRIS system application upgrade	1,000,000	-	-	-	-	-	-	1,000,000
Infrastructure SGR Projects	**35,095,000**	**18,003,000**	**-**	**-**	**-**	**-**	**-**	**17,092,000**
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	603,000	-	-	-	-	-	-	603,000
SGR359- Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	-	400,000
SGR370- Light Rail Red Signal Enforcement	3,000,000	-	-	-	-	-	-	3,000,000
SGR385- Rail Rehab and Replacement	4,000,000	-	-	-	-	-	-	4,000,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	-	-	-	-	-	-	3,000,000
SGR397- Traction Power Rehab/Replacement	6,152,000	4,921,000	-	-	-	-	-	1,231,000
SGR398- OCS Rehab/Replace	8,000,000	6,400,000	-	-	-	-	-	1,600,000
SGR401- Ballast and Tie Rehab/Replacement	400,000	-	-	-	-	-	-	400,000

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SGR403- Train Control Rehab/Replacement	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	1,000,000	-	-	-	-	-	1,000,000
SGR410- Fiber Rehab/Replacement	1,540,000	882,000	-	-	-	-	-	658,000
Planning	**1,800,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,800,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	**1,184,000**	**-**	**-**	**-**	**-**	**-**	**330,000**	**854,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	456,000	-	-	-	-	-	330,000	126,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	**81,935,000**	**200,000**	**-**	**-**	**47,826,000**	**-**	**100,000**	**33,809,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	1,269,000	200,000	-	-	-	-	100,000	969,000
REV205- Replacement Non-Revenue Support Vehicles	500,000	-	-	-	500,000	-	-	-
REV209- Paratransit Replacements	2,883,000	-	-	-	2,883,000	-	-	-
REV211- Replacement Buses	42,816,000	-	-	-	42,726,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,717,000	-	-	-	1,717,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	16,000,000	-	-	-	-	-	-	16,000,000
SGR040- Light Rail Vehicle Rehab	9,000,000	-	-	-	-	-	-	9,000,000
SGR353- Commuter Rail Engine Overhaul	1,000,000	-	-	-	-	-	-	1,000,000
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
Safety and Security	**2,817,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,817,000**
FMA516- Corridor Fencing	61,000	-	-	-	-	-	-	61,000
FMA543- Police Fleet Vehicles	55,000	-	-	-	-	-	-	55,000
FMA557- Bus Safety and Security	37,000	-	-	-	-	-	-	37,000
FMA604- Safety General Projects	121,000	-	-	-	-	-	-	121,000
FMA645- Camera Sustainability	696,000	-	-	-	-	-	-	696,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000

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FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	15,000
FMA676- Security General Projects	24,000	-	-	-	-	-	-	24,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	**270,308,000**	**52,734,000**	**46,997,000**	**-**	**47,826,000**	**15,625,000**	**430,000**	**106,696,000**

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2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
5310 Projects	**307,000**	**-**	**307,000**	**-**	**-**	**-**	**-**	**-**
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	-	-	-	-	-	-	-	-
ICI227- Voucher Project	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	-	-	-	-	-	-	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	-	-	-	-	-	-	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	-	-	-	-	-	-	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP295- ARPA 5310	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	-	-	-	-	-	-	-	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	-	-	-	-	-	-	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	-	-	-	-	-	-	-	-
Capital Construction	**500,000**	**-**	**-**	**-**	**-**	**-**	**-**	**500,000**
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	500,000	-	-	-	-	-	-	500,000
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP282- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
Capital Development	**27,094,000**	**-**	**11,388,000**	**-**	**-**	**1,300,000**	**-**	**14,406,000**
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-

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2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	12,519,000	-	11,388,000	-	-	-	-	1,131,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207- 3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	-	-	-	-	-	-	-	-
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	500,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	500,000	-	-	-	-	-	-	500,000
MSP252- FrontRunner Forward	800,000	-	-	-	-	800,000	-	-
MSP253- Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259- S-Line Extension	-	-	-	-	-	-	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP264- South Valley Transit	-	-	-	-	-	-	-	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warm Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP286- Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287- 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
MSP291- CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP293- Sheperd Lane Embankment	-	-	-	-	-	-	-	-
REV239- HB433 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,100,000	-	-	-	-	-	-	1,100,000
SGR408- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409- System Restrooms	1,100,000	-	-	-	-	-	-	1,100,000
Contingency	**5,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**5,000,000**
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	**3,527,000**	**-**	**-**	**-**	**-**	**-**	**-**	**3,527,000**
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000

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2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
FMA652- Facilities, Equipment Managed Reserve	500,000	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,000,000	-	-	-	-	-	-	1,000,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	500,000	-	-	-	-	-	-	500,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
FMA685- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA686- Warehouse Equipment Managed Reserve	27,000	-	-	-	-	-	-	27,000
SGR390- Jordan River Bldg 2 Remodel	-	-	-	-	-	-	-	-
Information Technology	**8,764,000**	**-**	**-**	**-**	**-**	**-**	**-**	**8,764,000**
ICI001- Passenger Information Signage	-	-	-	-	-	-	-	-
ICI005- EFC – Rehab & Replacement	-	-	-	-	-	-	-	-
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	279,000	-	-	-	-	-	-	279,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	475,000	-	-	-	-	-	-	475,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	173,000	-	-	-	-	-	-	173,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	-	-	-	-	-	-	-	-
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	6,587,000	-	-	-	-	-	-	6,587,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	150,000	-	-	-	-	-	-	150,000
ICI228- CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
Infrastructure SGR Projects	**27,963,000**	**15,623,000**	**-**	**-**	**-**	**-**	**-**	**12,340,000**
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	510,000	-	-	-	-	-	-	510,000
SGR359- Bridge Rehabilitation & Maintenance	320,000	-	-	-	-	-	-	320,000
SGR370- Light Rail Red Signal Enforcement	2,500,000	-	-	-	-	-	-	2,500,000
SGR385- Rail Rehab and Replacement	4,000,000	3,200,000	-	-	-	-	-	800,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	2,400,000	-	-	-	-	-	600,000
SGR397- Traction Power Rehab/Replacement	800,000	-	-	-	-	-	-	800,000
SGR398- OCS Rehab/Replace	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR401- Ballast and Tie Rehab/Replacement	400,000	-	-	-	-	-	-	400,000

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2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
SGR403- Train Control Rehab/Replacement	7,543,000	3,423,000	-	-	-	-	-	4,120,000
SGR404- Rail Switches/Trackwork Controls	2,250,000	1,800,000	-	-	-	-	-	450,000
SGR410- Fiber Rehab/Replacement	640,000	-	-	-	-	-	-	640,000
Planning	**1,800,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,800,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	**791,000**	**-**	**-**	**-**	**-**	**-**	**-**	**791,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	63,000	-	-	-	-	-	-	63,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	**145,664,000**	**2,407,000**	**36,500,000**	**-**	**56,744,000**	**-**	**100,000**	**49,913,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	580,000	30,000	-	-	-	-	100,000	450,000
REV205- Replacement Non-Revenue Support Vehicles	750,000	-	-	-	750,000	-	-	-
REV209- Paratransit Replacements	3,435,000	-	-	-	3,435,000	-	-	-
REV211- Replacement Buses	50,891,000	-	-	-	50,801,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,758,000	-	-	-	1,758,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	73,500,000	-	36,500,000	-	-	-	-	37,000,000
SGR040- Light Rail Vehicle Rehab	8,000,000	2,377,000	-	-	-	-	-	5,623,000
SGR353- Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
Safety and Security	**2,793,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,793,000**
FMA516- Corridor Fencing	67,000	-	-	-	-	-	-	67,000
FMA543- Police Fleet Vehicles	57,000	-	-	-	-	-	-	57,000
FMA557- Bus Safety and Security	41,000	-	-	-	-	-	-	41,000
FMA604- Safety General Projects	133,000	-	-	-	-	-	-	133,000
FMA645- Camera Sustainability	710,000	-	-	-	-	-	-	710,000
FMA656- Facility Security	-	-	-	-	-	-	-	-

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Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	-	-	-	-	-	-	-	-
FMA676- Security General Projects	27,000	-	-	-	-	-	-	27,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	**224,203,000**	**18,030,000**	**48,195,000**	**-**	**56,744,000**	**1,300,000**	**100,000**	**99,834,000**

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Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
5310 Projects	**307,000**	**-**	**307,000**	**-**	**-**	**-**	**-**	**-**
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	-	-	-	-	-	-	-	-
ICI227- Voucher Project	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	-	-	-	-	-	-	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	-	-	-	-	-	-	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	-	-	-	-	-	-	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP295- ARPA 5310	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	-	-	-	-	-	-	-	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	-	-	-	-	-	-	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	-	-	-	-	-	-	-	-
Capital Construction	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	-	-	-	-	-	-	-	-
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP282- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
Capital Development	**14,375,000**	**-**	**-**	**-**	**-**	**1,100,000**	**-**	**13,275,000**
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-

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2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	-	-	-	-	-	-	-	-
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207- 3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	-	-	-	-	-	-	-	-
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	500,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	500,000	-	-	-	-	-	-	500,000
MSP252- FrontRunner Forward	600,000	-	-	-	-	600,000	-	-
MSP253- Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259- S-Line Extension	-	-	-	-	-	-	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warm Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP286- Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287- 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
MSP291- CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP293- Sheperd Lane Embankment	-	-	-	-	-	-	-	-
REV239- HB433 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,100,000	-	-	-	-	-	-	1,100,000
SGR408- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409- System Restrooms	1,100,000	-	-	-	-	-	-	1,100,000
Contingency	**5,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**5,000,000**
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	**3,823,000**	**-**	**-**	**-**	**-**	**-**	**-**	**3,823,000**
FMA559- Office Equipment Reserve	-	-	-	-	-	-	-	-
FMA652- Facilities, Equipment Managed Reserve	750,000	-	-	-	-	-	-	750,000

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2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
FMA653- Facilities Rehab and Replacement	1,000,000	-	-	-	-	-	-	1,000,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,200,000	-	-	-	-	-	-	1,200,000
FMA685- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA686- Warehouse Equipment Managed Reserve	123,000	-	-	-	-	-	-	123,000
SGR390- Jordan River Bldg 2 Remodel	-	-	-	-	-	-	-	-
Information Technology	**2,023,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,023,000**
ICI001- Passenger Information Signage	-	-	-	-	-	-	-	-
ICI005- EFC – Rehab & Replacement	-	-	-	-	-	-	-	-
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	150,000	-	-	-	-	-	-	150,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	250,000	-	-	-	-	-	-	250,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	173,000	-	-	-	-	-	-	173,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	-	-	-	-	-	-	-	-
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	200,000	-	-	-	-	-	-	200,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	150,000	-	-	-	-	-	-	150,000
ICI228- CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
Infrastructure SGR Projects	**25,572,000**	**18,000,000**	**-**	**-**	**-**	**-**	**-**	**7,572,000**
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	530,000	-	-	-	-	-	-	530,000
SGR359- Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	-	400,000
SGR370- Light Rail Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385- Rail Rehab and Replacement	4,000,000	3,200,000	-	-	-	-	-	800,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	1,607,000	-	-	-	-	-	1,393,000
SGR397- Traction Power Rehab/Replacement	-	-	-	-	-	-	-	-
SGR398- OCS Rehab/Replace	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR401- Ballast and Tie Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
SGR403- Train Control Rehab/Replacement	7,492,000	5,993,000	-	-	-	-	-	1,499,000

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2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
SGR404- Rail Switches/Trackwork Controls	3,000,000	2,400,000	-	-	-	-	-	600,000
SGR410- Fiber Rehab/Replacement	750,000	-	-	-	-	-	-	750,000
Planning	**1,800,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,800,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	**63,000**	**-**	**-**	**-**	**-**	**-**	**-**	**63,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	-	-	-	-	-	-	-	-
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	-	-	-	-	-	-	-	-
MSP275- Station Area Planning	63,000	-	-	-	-	-	-	63,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	**191,278,000**	**2,000**	**83,500,000**	**60,000,000**	**32,916,000**	**-**	**12,000**	**14,848,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	22,000	2,000	-	-	-	-	12,000	8,000
REV205- Replacement Non-Revenue Support Vehicles	750,000	-	-	-	750,000	-	-	-
REV209- Paratransit Replacements	3,546,000	-	-	-	3,546,000	-	-	-
REV211- Replacement Buses	26,910,000	-	-	-	26,820,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,800,000	-	-	-	1,800,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	143,500,000	-	83,500,000	60,000,000	-	-	-	-
SGR040- Light Rail Vehicle Rehab	8,000,000	-	-	-	-	-	-	8,000,000
SGR353- Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
Safety and Security	**2,912,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,912,000**
FMA516- Corridor Fencing	74,000	-	-	-	-	-	-	74,000
FMA543- Police Fleet Vehicles	59,000	-	-	-	-	-	-	59,000
FMA557- Bus Safety and Security	45,000	-	-	-	-	-	-	45,000
FMA604- Safety General Projects	146,000	-	-	-	-	-	-	146,000
FMA645- Camera Sustainability	726,000	-	-	-	-	-	-	726,000
FMA656- Facility Security	74,000	-	-	-	-	-	-	74,000
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000

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2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
FMA659- Emergency Operations Training	-	-	-	-	-	-	-	-
FMA676- Security General Projects	30,000	-	-	-	-	-	-	30,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	**247,153,000**	**18,002,000**	**83,807,000**	**60,000,000**	**32,916,000**	**1,100,000**	**12,000**	**51,316,000**

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	William Greene, Chief Financial Officer
PRESENTER(S):	William Greene, Chief Financial Officer Brad Armstrong, Director of Budget and Financial Strategy Dan Hofer, Director of Capital Assets and Project Controls

TITLE:

R2022-12-05 - Resolution Adopting the Authority's Final 2023 Budget

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2022-12-05 adopting the Agency's Final 2023 Budget

BACKGROUND:
Each year, a final budget is brought forward to the Board of Trustees for adoption. The 2023 budget development process included the development of a strategic framework, budget planning, evaluation of budget and financial plan assumptions, and the development, prioritization, and selection of budget initiatives and capital projects for inclusion in the 2023 budget.

The resulting Tentative Budget was presented and reviewed by the Board of Trustees with Board adoption at its October 26, 2022 meeting. At its November 2, 2022 meeting, the Local Advisory Council reviewed the Tentative Budget. The Council also approved the 5-year Capital Plan and recommended its adoption by the Board. The Tentative Budget was sent to Stakeholders and was open for public review and comment from November 10 to December 10, 2022.

At its December 7, 2022 meeting, the Board of Trustees reviewed and discussed the proposed Final 2023 Budget and received the Public Hearing Report from UTA's Hearing Officer. Approval of the resolution adopting the Final 2023 Budget is the last step in setting the budget for 2023.

DISCUSSION:
This resolution provides for the adoption of the Final 2023 Budget. Summary information about the Final 2023 Budget is provided in the Resolution's Exhibits A, A-1, and A-2. More detail is provided in the Final 2023 Budget Document attached to this meeting memo.

A list of proposed changes to the Tentative Budget Document was presented in detail to the Board on December 7, 2022 for consideration and are attached for reference (Attachments B and B-1 to this memo).

Following the Board's approval of the Final 2023 Budget, staff will develop and distribute the Adopted Final 2023 Budget Document.

The Resolution's Exhibits A and A-1 provide summary information for the operating and capital budgets. Budgetary controls are based upon the classifications provided in this exhibit. Exhibit A-2 provides summary information for the operating budget by Office.

Monthly financial reporting for January 2023 and thereafter will include an exhibit which provides budget versus actual financial reporting based upon these classifications.

The Final 2023 Budget Book will provide detailed information for the operating and capital budgets.

ALTERNATIVES:
The Board of Trustees may choose to revise or delay approval of the Final 2023 Budget. If the Final 2023 Budget is not adopted by December 31, 2022, the Tentative 2023 Budget serves as the 2023 budget until the Final 2023 Budget is approved.

FISCAL IMPACT:
The 2023 Operating and Capital Budgets and underlying 5-year financial plans are financially constrained. The 2023 Operating Budget is $400,557,000 and the 2023 Capital Budget is $318,997,000.

ATTACHMENTS:
1. R2022-12-05 - Resolution Adopting the Authority's Final 2023 Budget, including:
    a. Exhibits A and A-1- Operating and Capital Budget Summaries
    b. Exhibit A-2 - Operating Budget Summary by Office
2. Exhibits B and B-1 - Proposed changes to Tentative 2023 Budget Document
3. Final Public Comment Summary

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY ADOPTING THE AUTHORITY'S FINAL 2023 BUDGET

R2022-12-05 December 21, 2022

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

WHEREAS, the Board of Trustees (the "Board") of the Authority is charged by the State of Utah to complete a budget process and establish an annual budget of the Authority; and

WHEREAS, as part of that budget process, on October 26, 2022, the Board approved a tentative budget, provided notice for, and held a public hearing which occurred on November 10, 2022, and provided copies of that budget and notice to interested persons and to those entities identified by Statute; and

WHEREAS, on November 2, 2022, the Local Advisory Council reviewed the Authority's tentative budget and provided their consultation and advice to the Board of Trustees; and

WHEREAS, the Board has reviewed the final budget as proposed by the Authority staff, and believes that the final budget reasonably fulfills the needs of the Authority and is in keeping with its responsibility for fiscal conservancy; and

WHEREAS, the Board of Trustees desires to establish management and operating goals that are in keeping with the Board's philosophy to provide leadership and governance to the Authority.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the Board hereby approves the adoption of the Authority's Final 2023 Budget, a copy of which is attached to this Resolution as Exhibits A and A-1.

2. That the 2023 monthly financial reports shall also include budget versus actual comparisons based upon the operating budget classifications attached to this Resolution as Exhibit A-2.

3. That this Resolution stay in full force and effect until superseded by further action of the Board.

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4. That the Board hereby approves any and all actions taken by the Authority, including those taken by the Executive Director, staff, and counsel that are necessary to give effect to this Resolution.

5. That the corporate seal be attached hereto.

Approved and Adopted this 21st day of December 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
David Wilkins
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Legal Counsel

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UTAH TRANSIT AUTHORITY
2023 OPERATING BUDGET
December 7, 2022

Exhibit A

	Revenue	2023 Budget
1	Sales Tax	$480,000,000
2	Federal Preventive Maintenance	84,903,000
3	Passenger Revenue	35,850,000
4	Advertising	2,322,000
5	Investment Income	7,215,000
6	Other Revenues	11,634,000
7	Stimulus Funding	-
8	**Total Revenue**	**621,924,000**
	Operating Expense	
9	Bus	133,746,000
10	Commuter Rail	35,258,000
11	Light Rail	61,926,000
12	Paratransit	27,257,000
13	Rideshare/Vanpool	3,995,000
14	Microtransit	9,193,000
15	Operations Support	61,869,000
16	Administration	55,199,000
17	Planning/Capital Support	11,114,000
18	Non-Departmental	1,000,000
19	**Total Operating Expense**	**400,557,000**
	Debt Service, Contribution to Reserves, and Transfer to Capital	
20	Principal and Interest	157,941,000
21	Bond Service Utah County for UVX BRT program	3,375,000
22	Contribution to Reserves	15,640,000
23	Transfer to Capital	44,411,000
24	**Total Debt Service, Reserves, Transfers**	**221,367,000**
25	**Total Expense**	**$621,924,000**

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UTAH TRANSIT AUTHORITY
2023 CAPITAL BUDGET
December 7, 2022

Exhibit A-1

	Funding Sources	2023 Budget
1	UTA Current Year Funding	$ 134,242,000
2	Grants	120,700,000
3	Local Partner Contributions	11,509,000
4	State Contribution	10,695,000
5	Leasing	41,851,000
6	**Total Funding Sources**	**318,997,000**
	Expense	
7	State of Good Repair	150,579,000
8	Mid Valley Connector	15,001,000
9	Ogden/Weber BRT	14,785,000
10	Depot District	12,001,000
11	TIGER Program of Projects	10,460,000
12	Front Runner Forward	3,880,000
13	Other Capital Projects	112,291,000
14	**Total Expense**	**$ 318,997,000**

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UTAH TRANSIT AUTHORITY
2023 OPERATING BUDGET
December 7, 2022

Exhibit A-2

	Revenue	2023 Budget	
1	Sales Tax	$ 480,000,000	
2	Federal Preventive Maintenance	84,903,000	
3	Passenger Revenue	35,850,000	
4	Advertising	2,322,000	
5	Investment Income	7,215,000	
6	Other Revenues	11,634,000	
7	Stimulus Funding	-	
8	**Total Revenue**	**$ 621,924,000**	
	Operating Expense		**FTE**
9	Board of Trustees	$ 3,147,000	14.4
10	Executive Director	5,926,000	30.5
11	Communications	3,943,000	15.0
12	Operations	302,743,000	2,335.2
13	Finance	17,195,000	123.5
14	Service Development	8,754,000	62.0
15	Planning & Engagement	18,657,000	80.2
16	Enterprise Strategy	24,822,000	122.0
17	People Office	14,369,000	84.0
18	Non-Departmental	1,000,000	-
19	**Total Operations**	**400,557,000**	**2,866.8**
20	Debt Service	161,316,000	
21	Contribution to Reserves	15,640,000	
22	Transfer to Capital Budget	44,411,000	
23	**Total Tentative 2020 Operating Budget**	**$ 621,924,000**	**2,866.8**

UTAH TRANSIT AUTHORITY
2023 TENTATIVE TO FINAL OPERATING BUDGET
December 7, 2022

Exhibit B

		Tentative 2023 Budget	Debt Service Adjustments	Fuel Price Increases	Budget Adjustments	Final 2023 Budget
	Revenue					
1	Sales Tax	$ 529,284,000			$ (49,284,000)	$ 480,000,000
2	Federal Preventive Maintenance	84,903,000				84,903,000
3	Passenger Revenue	35,850,000				35,850,000
4	Advertising	2,322,000				2,322,000
5	Investment Income	6,516,000			699,000	7,215,000
6	Other Revenues	12,388,000			(754,000)	11,634,000
7	Stimulus Funding	-				-
8	**Total Revenue**	**671,263,000**	**-**	**-**	**(49,339,000)**	**621,924,000**
	Operating Expense					
9	Bus	131,173,000		2,472,000	101,000	133,746,000
10	Commuter Rail	33,664,000		1,594,000		35,258,000
11	Light Rail	61,922,000		4,000		61,926,000
12	Paratransit Service	27,190,000		67,000		27,257,000
13	Rideshare/Vanpool	3,960,000		35,000		3,995,000
14	Microtransit	9,183,000		10,000		9,193,000
15	Operations Support	61,855,000		14,000		61,869,000
16	Management & Support	55,136,000			63,000	55,199,000
17	Planning/Capital Support	11,114,000				11,114,000
18	Non-Departmental	1,000,000				1,000,000
19	**Total Operating Expense**	**396,197,000**	**-**	**4,196,000**	**164,000**	**400,557,000**
	Debt Service, Contribution to Reserves, and Transfer to Capital					
20	Principal and Interest	159,441,000	(1,500,000)			157,941,000
21	Bond Service Utah County for UVX BRT	3,375,000				3,375,000
22	Contribution to Reserves	18,344,000			(2,704,000)	15,640,000
23	Transfer to Capital	93,906,000			(49,495,000)	44,411,000
24	**Total Debt Service and Reserves**	**275,066,000**	**(1,500,000)**	**-**	**(52,199,000)**	**221,367,000**
25	**Total Expense**	**$ 671,263,000**	**$ (1,500,000)**	**$ 4,196,000**	**$ (52,035,000)**	**$ 621,924,000**

UTAH TRANSIT AUTHORITY
2023 TENTATIVE CAPITAL BUDGET
December 7, 2022

Exhibit B-1

	Funding Sources	Tentative 2023 Budget	Lease Funds Adjustments	Budget Adjustments	Final 2023 Budget
1	UTA Current Year Funding	$ 123,995,000		$ 10,247,000	$ 134,242,000
2	Grants	121,700,000		(1,000,000)	120,700,000
3	Local Partner Contributions	11,509,000			11,509,000
4	State Contribution	19,838,000		(9,143,000)	10,695,000
5	Leasing	41,755,000	96,000		41,851,000
6	**Total Funding Sources**	**318,797,000**	**96,000**	**104,000**	**318,997,000**
	Expense				
6	State of Good Repair	77,396,000		73,183,000	150,579,000
7	Mid Valley Connector	15,001,000			15,001,000
8	Ogden/Weber BRT	14,785,000			14,785,000
9	Depot District	12,001,000			12,001,000
10	TIGER Program of Projects	10,460,000			10,460,000
11	Front Runner Forward	3,880,000			3,880,000
12	Other Capital Projects	185,274,000		(72,983,000)	112,291,000
13	**Total Expense**	**$ 318,797,000**	**$ -**	**$ 200,000**	**$ 318,997,000**

Utah Transit Authority

Budget Document

2023

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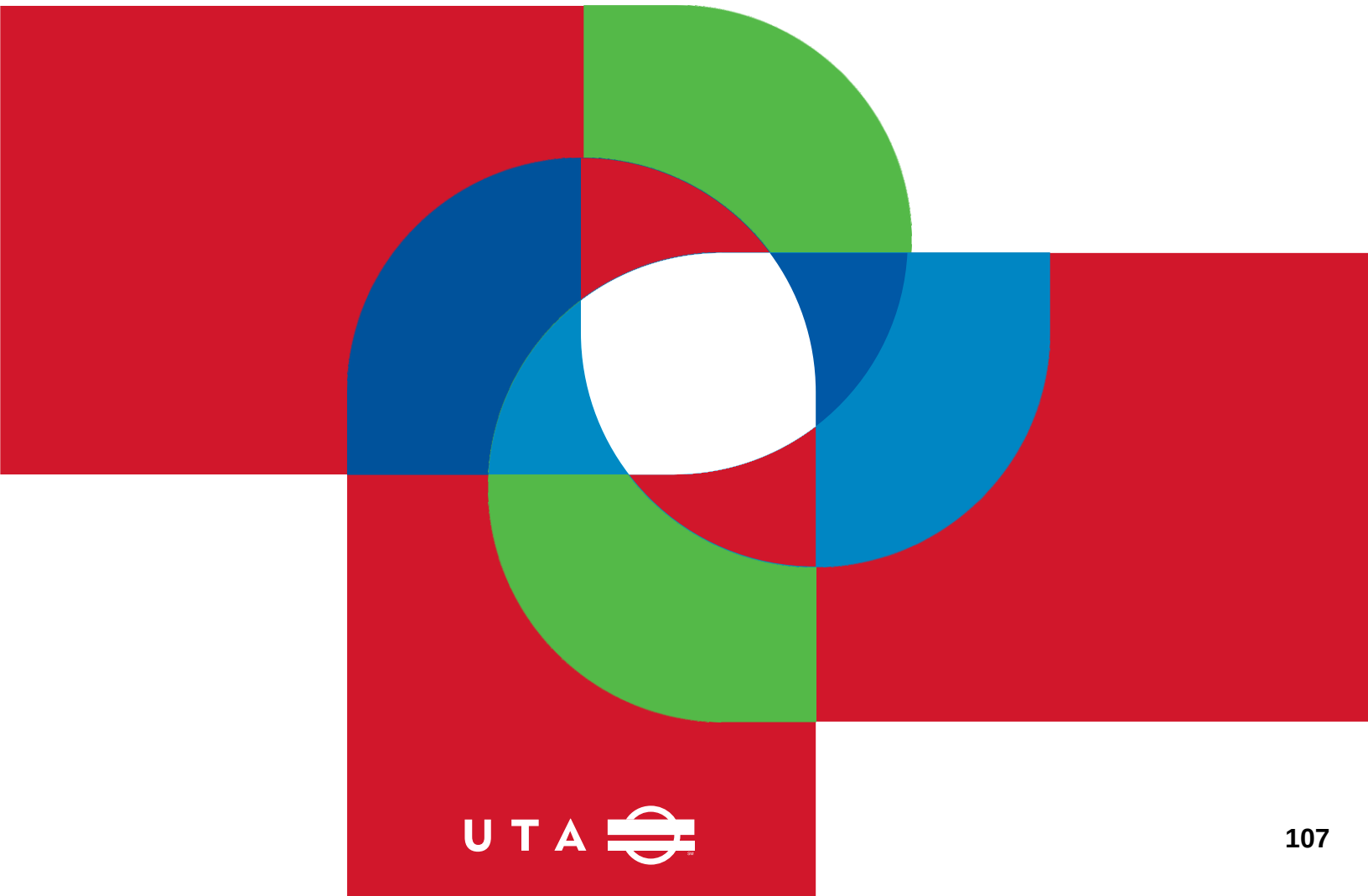
Introduction and Overview



Message from the Executive Director

Since being sworn in as Executive Director last January, I have spent time across our system learning from and listening to UTA's dedicated family of employees. Their commitment to UTA, our customers, and the communities we serve, drove the agency's significant accomplishments this year and is the catalyst for successful delivery of the 2023 budget and 5-year Capital Plan outlined in this document. I thank our enthusiastic operating and support personnel teams for their contributions delivering OneUTA – one workforce, one agency.

In delivering our service, we answer state, regional, and community questions on connecting our customers to work, education, entertainment, family, and friends. We provide answers to building economies, fostering transit supportive community development, and safeguarding our future through environmentally friendly and sustainable transportation. UTA is a passport to outdoor recreation, a needed ride for healthcare, and a mobility bridge to opportunity.

Last year, UTA and the region continued recovering from the impacts of the pandemic. Current projections for 2022 ridership show an increase of more than 35 percent over 2021 levels. UTA will have recovered systemwide to about 75 percent of pre-pandemic levels (2019) by the end of the current year. As compared to our peers nationally, this is a remarkable transit renewal. Overall, UTA service levels as measured by service hours provided exceeded 2019 levels in 2022. So much so that as an agency, we will look at the pandemic as a historical event but no longer reference as performance history in our day-to-day business.

Looking back on 2022, our team has accomplished much. UTA began light rail service to the Salt Lake Airport, restored six-minute headways on its UVX bus rapid transit line, and opened the new Vineyard FrontRunner station. Our new OGX bus rapid transit line in Ogden began campus-wide service for Weber State University in anticipation of its completion next year, and the Depot District maintenance facility made substantial progress toward its 2023 completion date. On Demand transit service expanded across the region, providing a convenient, affordable transit option connecting riders to their destinations and/or other UTA services. The agency continued making significant investments in state of good repair activity to keep the system performing at optimal levels and reduce backlogs. We also held our first ever, "Free Fare February" partnering with Salt Lake City, numerous local governments, partner agencies, our pass partners, and private businesses, successfully reducing emissions while honoring the legacy of the Salt Lake Olympics.

UTA's 2023 Budget and supporting 5-Year plans were developed during a time of economic uncertainty. Inflation recently set a new 40-year high and interest rates are approaching levels last seen during the Great Recession of 2008. Year over year increases for fuel and power, goods and services, parts, utilities, construction materials and other costs of providing service is significantly higher than recent experience. Offsetting these negative economic indicators, but creating a different and equally difficult challenge, are robust employment, historically low unemployment levels, and a resilient Utah economy. Recruiting and retaining employees in the competitive Utah economy is an essential focus area for current and future public transportation services.

UTA's budget and supporting financial plans acknowledge these challenges. The 2023 Budget was developed with an emphasis on creating value, accomplished by:

- Reducing agency costs
- Making UTA a more efficient organization
- Improving/enhancing service delivery
- Improving UTA culture

The next five years will see significant system improvements resulting from partnerships with UTA's Local, State, and Federal partners. The Bipartisan Infrastructure Law (BIL), passed by Congress in 2021, significantly increases transit funding. UTA has acted quickly and, at time of writing, has over $80 million in pending grant applications for improvements across the system including over $60 million for the Mid Valley Connector BRT project. UTA is also supporting a UDOT $671 million grant request for FrontRunner strategic double tracking and rail vehicle acquisition. Staff are poised to pursue other grant opportunities as the federal government publishes notices of Funding Availability/Opportunity. Increases in UTA's formula funds will also fund preventive maintenance, paratransit operations, and state of good repair projects.

House Bill 322[1] passed in the 2022 Session by the Utah State Legislature directed UDOT and UTA to partner on "fixed guideway" projects and identified UDOT as the lead agency for project delivery. This transit-focused legislation creates a strong working relationship between UDOT and UTA and provides state funding for major transit investments across the region. These funds can be used to leverage other grant programs – as mentioned above for FrontRunner. UDOT and UTA have been working together to keep the FrontRunner double tracking and Point of the Mountain projects on schedule while leveraging the strengths of each agency in delivering these regionally significant projects.

The 2023 budget and 5-year Capital and Operating plans are fiscally constrained and significantly leverage UTA funds for investments in the system. Our federal, state, regional, local partners, elected officials, and customers support our vision for transit in the region and we will confidently deliver on our commitments to them. I have highlighted a few of the key components of both our 2023 operating budget and capital budget/5-year capital plan on the following pages.

Together with our OneUTA team, the Board of Trustees, community partners, and customers, we will continue providing safe, reliable, and convenient service, demonstrating that every day, "Transit is the Answer" for our communities, our region, and the State of Utah.

Every day, UTA moves you!

Jay Fox
Executive Director

[1] HB0322 (utah.gov)

2023 Operating Budget Highlights

- Funding to operate the new OGX bus rapid transit line and changes to local service, expanded Saturday service for light rail, and additional funding to support the growth of the popular On Demand service in South Salt Lake County.

- Funding for hiring and retention of operators, additional extra board or entry level operators, begins early operator recruitment activity for anticipated 2024 service changes, addresses low operator/supervisor ratios, develops employees, and aligns with our values.

- New employee engagement program aimed at making UTA a more efficient organization, improving or enhancing service delivery, and improving UTA culture. This Workforce Innovations Program (WINS) was created with the goal of soliciting and implementing employee initiatives that will pay for the program within three years.

- Strengthens audit functions at UTA and acts on recommendations from 2022 audits to improve accountability and reduce costs.

- Funds data governance improvements, strengthens UTA's technology security, and upgrades UTA's video surveillance capabilities to increase safety and security throughout the system.

- Funding for a Transit Connection Program to foster efforts across UTA in addressing social issues, transit education, and connection with transit for our community through supportive response to incidents, Transit Ambassadors on TRAX trains, and training resources for communities accessing transit.

- Creates a position to support Station Area Planning and Transit Oriented Community planning in the region.

2023 Capital Budget and $1.3 billion 5-year Capital Plan Highlights

- Focus on safety, and security, reliability, and maintaining a state of good repair (SGR) for our revenue vehicles, infrastructure, and support systems.
- Invests $800 million in State of Good Repair activities
- Completes construction of the new Depot District Facility (2023)
- Completes construction on the new Ogden Express (OGX) line in Ogden (2023)
- Funds design and construction of the Mid-Valley bus rapid transit line (2023-2025)
- Provides $10 million to support local partner's high priority projects (2023)
- Addresses UTA's most pressing technology needs including fare collection system replacement, new radio communication system, and critical business system replacements (2023-2027)
- Begins to invest in renewal of UTA's maintenance facilities and study options to relocate UTA's main headquarters facility

Message from the Board of Trustees

The Board of Trustees of the Utah Transit Authority is honored to partner with our elected officials and communities to move Utah forward. We do that by delivering transit service which strengthens Utah's economy, increases mobility, connects communities, and expands access to opportunity and a better quality of life.

The agency's 2023 budget was developed with these strategic objectives in mind. Our collaboration with municipal stakeholders and regional planning partners produces shared transit plans that harmonize local priorities with growth, directing resources where they are needed most. As Trustees, we respect our important fiduciary role and are committed to ensuring transparency and accountability for the resources entrusted to UTA.

The 2023 budget provides a positive fiscal outlook for UTA while looking to the future. Transit ridership is returning as a vital service for many who depend on UTA to obtain health care, connect with loved ones, commute to work, or access education and training.

The 2023 budget reflects public support for UTA and the role we play in Utah's growth. In addition to receipt of core sales tax revenues, we anticipate receiving additional investments of nearly $40 million from state and local partners, and over $200 million in grant revenue. In the last two years, the State Legislature authorized an unprecedented $370 million investment of state funds (in addition to UTA's $75 million commitment) for strategic double-tracking on FrontRunner to expand service, and to design and advance a transit solution at the Point of the Mountain. We look forward to collaborating with the Utah Department of Transportation which is leading the construction of these critical transit projects supporting Utah's growth.

As we welcome 2023, the Utah Transit Authority is poised with a strong financial plan, a community committed to transit, and a skilled workforce delivering safe, reliable, and convenient service. We are committed to leading Utah's mobility solutions and improving the quality of life for all Utahns. Our mission – We Move You – is personal for us, and we will continue moving Utah now and, in the years, ahead.

Carlton Christenson
Board Chair
Salt Lake County

Beth Holbrook
Trustee
Davis, Weber, Box Elder Counties

Jeff Acerson
Trustee
Tooele, Utah Counties

GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

Utah Transit Authority
Utah

For the Fiscal Year Beginning

January 01, 2022

Christopher P. Morrill

Executive Director

About the Utah Transit Authority

UTA's vision is simple – We Move You. Since its beginnings in 1970, UTA has expanded from a small company operating 90 buses and traveling 3 million annual service miles, to its current system that offers streetcar, light rail, commuter rail, bus rapid transit (BRT) vanpool, fixed-route bus, express bus, ski bus, paratransit, route deviation services, and UTA On Demand Microtransit service. The agency currently provides tens of millions of passenger rides to the customers in its service area. The Special Services Business Unit offers paratransit and route deviation services along the Wasatch Front.

In 2023, UTA's bus services will offer regular fixed route, express, and bus rapid transit with 1.4 million scheduled service hours with an estimated 18 million service miles planned. The TRAX light rail system in Salt Lake County is scheduled to operate 268,000 hours providing 7.2 million service miles, and the FrontRunner commuter rail system, which runs almost 85 miles from Ogden to Provo, will operate 95,000 service hours and 1.3 million service miles. The two-mile S-Line Streetcar line connects neighborhoods in South Salt Lake and the Sugar House area in Salt Lake City. UTA On Demand Microtransit service, initially launched in November 2019, continues to emerge as a new and highly popular public transportation choice, and UTA opened its second service area in late-2021. In 2023, UTA will offer an estimated 180,000 hours of on-demand service, or about 157% over 2022 projected service hours.

Combined, UTA estimates these integrated, coordinated transit services will support an estimated 27 million riders in 2023. UTA serves the populations of Weber, Davis, Utah, Box Elder, Tooele, and Salt Lake counties. As UTA covers a large geographic region and serves more than 79 percent of the state's population, the agency works to support Utah's thriving economy by supporting the growth of the communities we serve and help people get to where they want to go when they need to be there. In recent years, UTA has renewed its emphasis on service and is committed to increase outreach to and input from customers and communities better aligning our services with community needs and increasing access to public transportation.

We support our communities by improving mobility, facilitating economic development and access to opportunity with frequent, reliable, and extensive service. In addition, UTA will be engaging the community and stakeholders on several major initiatives and activities such as a comprehensive on-board survey, UTA fare policy review, mobility service plans, service choice decisions, and station area and a transit-oriented communities strategy that looks beyond traditional transit-oriented developments.

Strategic Plan, Budget Priorities, and Budget Process

In 2022, the Board of Trustees began the process of creating a Strategic Plan to guide the Agency for the next 10-years. Over the summer and fall, the Board contracted with Transpro, an industry leading strategic planning consultant specializing in Transit planning [2] to develop the plan, implementation strategy, and recommendations for reporting on progress.

Working with UTA leadership over the last six months, the Board has adopted a Vision statement and objectives that will articulate desired outcomes, set goals for achieving those outcomes, provide a framework to measure UTA's progress, and create new tools to communicate our progress with decision makers, taxpayers, customers, and our partners. Scheduled for completion in 2023, this new Strategic Plan will guide investment decisions and provide the agency with a new strategic direction.

Vision
We Move You

Success Outcomes
Customer Experience
UTA puts its customers first by providing an easy, enjoyable, and accessible transit experience where customers feel engaged, safe, and cared about.

Community Value
UTA supports community development, sustainably connecting the Wasatch Front through accessible mobility options, strategic investments, and partnerships.

Community Advocacy
UTA's communities tell our story, and transit is recognized as a keystone to Utah's future growth.

Economic Value
UTA is an economic engine which positively impacts Utah's statewide economy, benefiting every Utahn.

Organizational Excellence
UTA's well-resourced workforce excels, innovates, and demonstrates empowerment.

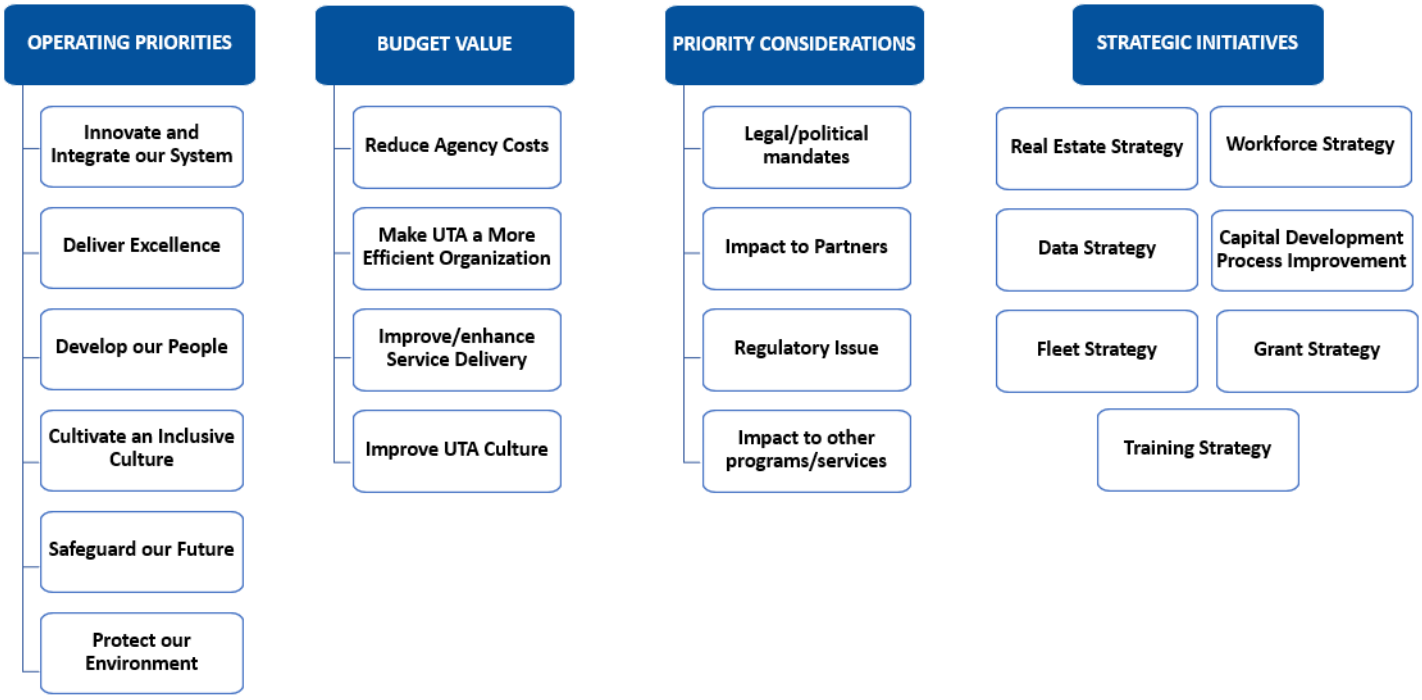
[2] https://www.transproconsulting.com/planning/

UTA's investment process is informed by state, regional, and local plans and UTA's own strategic planning guidance.

2023 Budget Framework

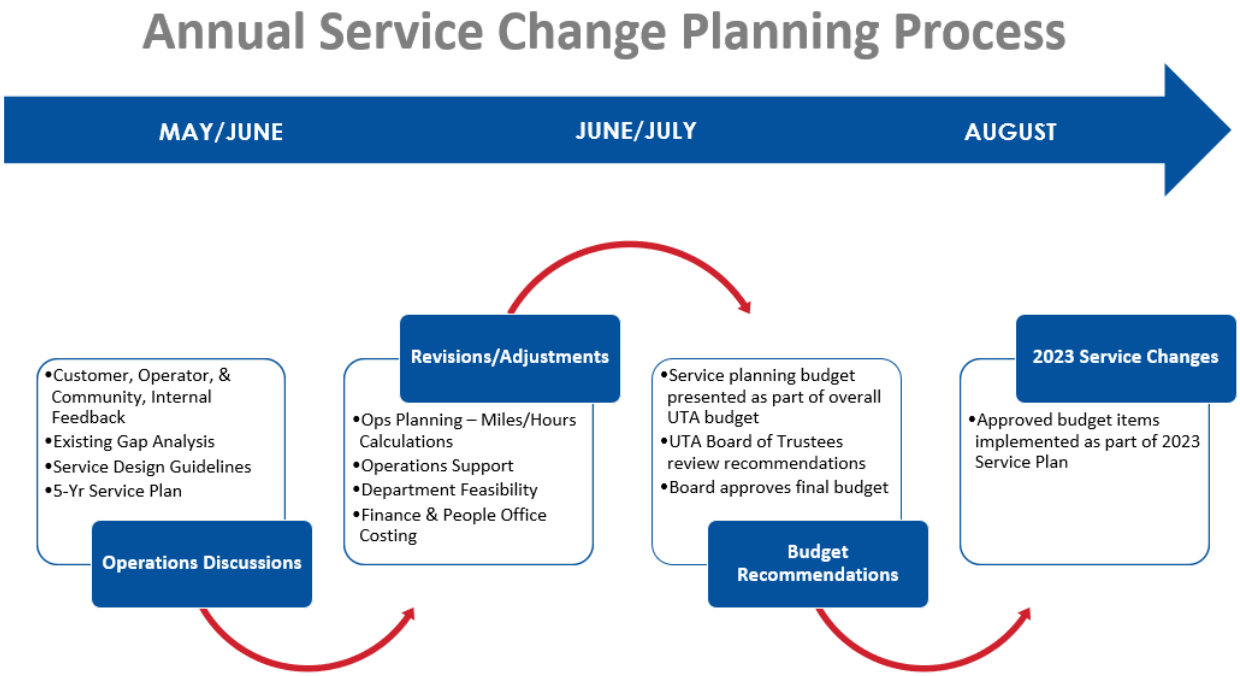
Leveraging local, regional, state and UTA planning guidance as well as UTA's Internal Cultural Model (UTA Way), UTA developed a budget development framework for 2023 that aligns investment decisions with state, regional and local plans. That budget strategy also includes the priorities and values shown below. This framework guided development of the 2023 Budget and 5-Year plans.

Last spring, under guidance of UTA's new Executive Director, Jay Fox, the Organization undertook a review of current practices looking for cross functional near-term improvements consistent with the Budget Framework. This resulted in the identification of seven major Strategic Initiatives that were identified for inclusion in the 2023 Budget or will be more fully developed for implementation in the future.



Service Strategy

Using criteria established in UTA's Service Design Guidelines and the Board adopted 5-Year Service Plan, UTA constantly evaluates existing service and potential new service. This annual service change process is a key driver in the annual budget process and is depicted in the graphic below.



Like employers across the region, UTA is heavily impacted by the current labor market with unemployment rates dipping below two percent in the region. While this situation has impacted UTA's ability to compete for and retain employees, UTA's ability to hire and retain operators and other front line operating employees is particularly challenging. In September 2022, UTA announce that due to a shortage of operators, it was changing or reducing service on 17 routes and suspending three routes with its December 2022 service change. The situation will be revisited in the spring to inform potential August 2023 service changes.

To address this situation, this budget includes a Service Strategy for 2023 that:

- Funds service on the new Ogden Express bus rapid transit route or OGX as it is known
- Adds additional light rail service on Saturdays.
- Adds "extra board" operators to support existing service. These entry level operators fill a critical role as they provide coverage for operators on leave, fill short, split, or special shifts, and act as on-call support in other situations.
- Adds On Demand service in south Salt Lake County to address demand and needed growth of this successful program.

In addition, the 2023 Service Strategy includes three other actions to improve service and address the operator recruitment and retention issue. These items have been placed in an Operating Contingency pending review and recommendation for Board approval. These actions:

- Address the current operator/supervisor imbalance. The current ratio of 24:1 is not sustainable and impacts efficiency, service delivery and morale. UTA is developing a recommendation for Board consideration in 2023.
- Fund a "ramp up" of operators for future service changes. UTA will develop options for Board consideration to hire additional operators in advance of potential 2024 service changes. This recommendation and decision will be influenced by economic and employment conditions and an assessment of UTA's operating staffing situation.
- Local service changes in the Ogden service area. These additional service changes and UTA's ability to implement them due to the operator shortage will be reviewed and brought to the Board for consideration in the second quarter of 2023.

2023 Service Strategy

	2023 Est. Cost	Ongoing Annual Est. Cost	Annual Service Hours
Ogden OGX	$900,000	$ 1,500,000	10,700
TRAX Saturday Svc	800,000	2,100,000	12,900
Extra Board Strategy	1,500,000	1,500,000	
UTA On Demand South SL County Growth	500,000	500,000	8,600
Operating Contingency			
Ogden Local Svc	1,900,000	4,800,000	31,700
2024 Ramp Hiring	1,500,000	1,500,000	
Supervisor Ratios	1,600,000	1,600,000	
Total	**$8,700,000**	**$13,500,000**	

Budget Summaries

UTAH TRANSIT AUTHORITY
2023 OPERATING BUDGET
December 7, 2022

Exhibit A

	Revenue	**2023 Budget**
1	Sales Tax	$ 480,000,000
2	Federal Preventive Maintenance	84,903,000
3	Passenger Revenue	35,850,000
4	Advertising	2,322,000
5	Investment Income	7,215,000
6	Other Revenues	11,634,000
7	Stimulus Funding	-
8	**Total Revenue**	**621,924,000**
	Operating Expense	
9	Bus	133,746,000
10	Commuter Rail	35,258,000
11	Light Rail	61,926,000
12	Paratransit	27,257,000
13	Rideshare/Vanpool	3,995,000
14	Microtransit	9,193,000
15	Operations Support	61,869,000
16	Administration	55,199,000
17	Planning/Capital Support	11,114,000
18	Non-Departmental	1,000,000
19	**Total Operating Expense**	**400,557,000**
	Debt Service, Contribution to Reserves, and Transfer to Capital	
20	Principal and Interest	157,941,000
21	Bond Service Utah County for UVX BRT program	3,375,000
22	Contribution to Reserves	15,640,000
23	Transfer to Capital	44,411,000
24	**Total Debt Service, Reserves, Transfers**	**221,367,000**
25	**Total Expense**	**$ 621,924,000**

UTAH TRANSIT AUTHORITY
2023 CAPITAL BUDGET
December 7, 2022

Exhibit A-1

	Funding Sources	2023 Budget
1	UTA Current Year Funding	$ 134,242,000
2	Grants	120,700,000
3	Local Partner Contributions	11,509,000
4	State Contribution	10,695,000
5	Leasing	41,851,000
6	**Total Funding Sources**	**318,997,000**
	Expense	
7	State of Good Repair	150,579,000
8	Mid Valley Connector	15,001,000
9	Ogden/Weber BRT	14,785,000
10	Depot District	12,001,000
11	TIGER Program of Projects	10,460,000
12	Front Runner Forward	3,880,000
13	Other Capital Projects	112,291,000
14	**Total Expense**	**$ 318,997,000**

Note: Capital funding sources (revenues) are reported on a cash basis in this Exhibit.

UTAH TRANSIT AUTHORITY
2023 OPERATING BUDGET
December 7, 2022

Exhibit A-2

	Revenue	2023 Budget	
1	Sales Tax	$ 480,000,000	
2	Federal Preventive Maintenance	84,903,000	
3	Passenger Revenue	35,850,000	
4	Advertising	2,322,000	
5	Investment Income	7,215,000	
6	Other Revenues	11,634,000	
7	Stimulus Funding	-	
8	**Total Revenue**	**$ 621,924,000**	
	Operating Expense		**FTE**
9	Board of Trustees	$ 3,147,000	14.4
10	Executive Director	5,926,000	30.5
11	Communications	3,943,000	15.0
12	Operations	302,743,000	2,335.2
13	Finance	17,195,000	123.5
14	Service Development	8,754,000	62.0
15	Planning & Engagement	18,657,000	80.2
16	Enterprise Strategy	24,822,000	122.0
17	People Office	14,369,000	84.0
18	Non-Departmental	1,000,000	-
19	**Total Operations**	**400,557,000**	**2,866.8**
20	Debt Service	161,316,000	
21	Contribution to Reserves	15,640,000	
22	Transfer to Capital Budget	44,411,000	
23	**Total Tentative 2020 Operating Budget**	**$ 621,924,000**	**2,866.8**

Tentative to Final Budget Changes

UTAH TRANSIT AUTHORITY
2023 TENTATIVE TO FINAL OPERATING BUDGET
December 7, 2022 **Exhibit B**

		Tentative 2023 Budget	Debt Service Adjustments	Fuel Price Increases	Budget Adjustments	Final 2023 Budget
	Revenue					
1	Sales Tax	$ 529,284,000			$ (49,284,000)	$ 480,000,000
2	Federal Preventive Maintenance	84,903,000				84,903,000
3	Passenger Revenue	35,850,000				35,850,000
4	Advertising	2,322,000				2,322,000
5	Investment Income	6,516,000			699,000	7,215,000
6	Other Revenues	12,388,000			(754,000)	11,634,000
7	Stimulus Funding	-				-
8	**Total Revenue**	**671,263,000**	**-**	**-**	**(49,339,000)**	**621,924,000**
	Operating Expense					
9	Bus	131,173,000		2,472,000	101,000	133,746,000
10	Commuter Rail	33,664,000		1,594,000		35,258,000
11	Light Rail	61,922,000		4,000		61,926,000
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14	Microtransit	9,183,000		10,000		9,193,000
15	Operations Support	61,855,000		14,000		61,869,000
16	Management & Support	55,136,000			63,000	55,199,000
17	Planning/Capital Support	11,114,000				11,114,000
18	Non-Departmental	1,000,000				1,000,000
19	**Total Operating Expense**	**396,197,000**	**-**	**4,196,000**	**164,000**	**400,557,000**
	Debt Service, Contribution to Reserves, and Transfer to Capital					
20	Principal and Interest	159,441,000	(1,500,000)			157,941,000
21	Bond Service Utah County for UVX BRT	3,375,000				3,375,000
22	Contribution to Reserves	18,344,000			(2,704,000)	15,640,000
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24	**Total Debt Service and Reserves**	**275,066,000**	**(1,500,000)**	**-**	**(52,199,000)**	**221,367,000**
25	**Total Expense**	**$ 671,263,000**	**$ (1,500,000)**	**$ 4,196,000**	**$ (52,035,000)**	**$ 621,924,000**

UTAH TRANSIT AUTHORITY
2023 TENTATIVE CAPITAL BUDGET
December 7, 2022

Exhibit B-1

	Funding Sources	Tentative 2023 Budget	Lease Funds Adjustments	Budget Adjustments	Final 2023 Budget
1	UTA Current Year Funding	$ 123,995,000		$ 10,247,000	$ 134,242,000
2	Grants	121,700,000		(1,000,000)	120,700,000
3	Local Partner Contributions	11,509,000			11,509,000
4	State Contribution	19,838,000		(9,143,000)	10,695,000
5	Leasing	41,755,000	96,000		41,851,000
6	**Total Funding Sources**	**318,797,000**	**96,000**	**104,000**	**318,997,000**
	Expense				
6	State of Good Repair	77,396,000		73,183,000	150,579,000
7	Mid Valley Connector	15,001,000			15,001,000
8	Ogden/Weber BRT	14,785,000			14,785,000
9	Depot District	12,001,000			12,001,000
10	TIGER Program of Projects	10,460,000			10,460,000
11	Front Runner Forward	3,880,000			3,880,000
12	Other Capital Projects	185,274,000		(72,983,000)	112,291,000
13	**Total Expense**	**$ 318,797,000**	**$ -**	**$ 200,000**	**$ 318,997,000**

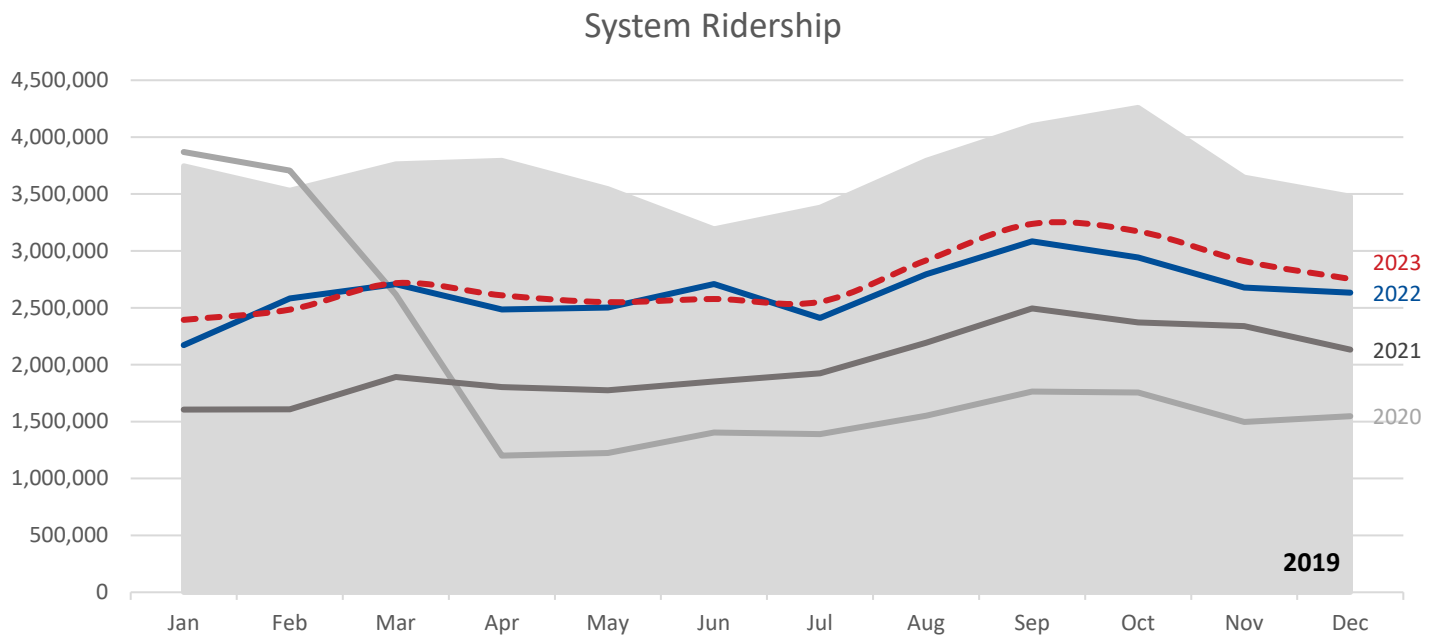
Note: Capital funding sources (revenues) are reported on a cash basis in this Exhibit

2023 Budget Overview

UTA's 2023 Budget and supporting 5-Year plans were developed during a time of economic uncertainty. Inflation recently reached a 40-year high and interest rates are approaching levels last seen during the Great Recession of 2008. Year-over-year growth for costs of fuel and power, goods and services, parts, utilities, construction materials and other of providing service is significantly higher than in the recent past.

Offsetting these negative economic indicators, but creating a different and difficult challenge, are robust employment, historically low unemployment levels, and a resilient Utah economy. Recruiting and retaining employees in the competitive Utah economy is a challenge and an area of focus in this budget.

Ridership



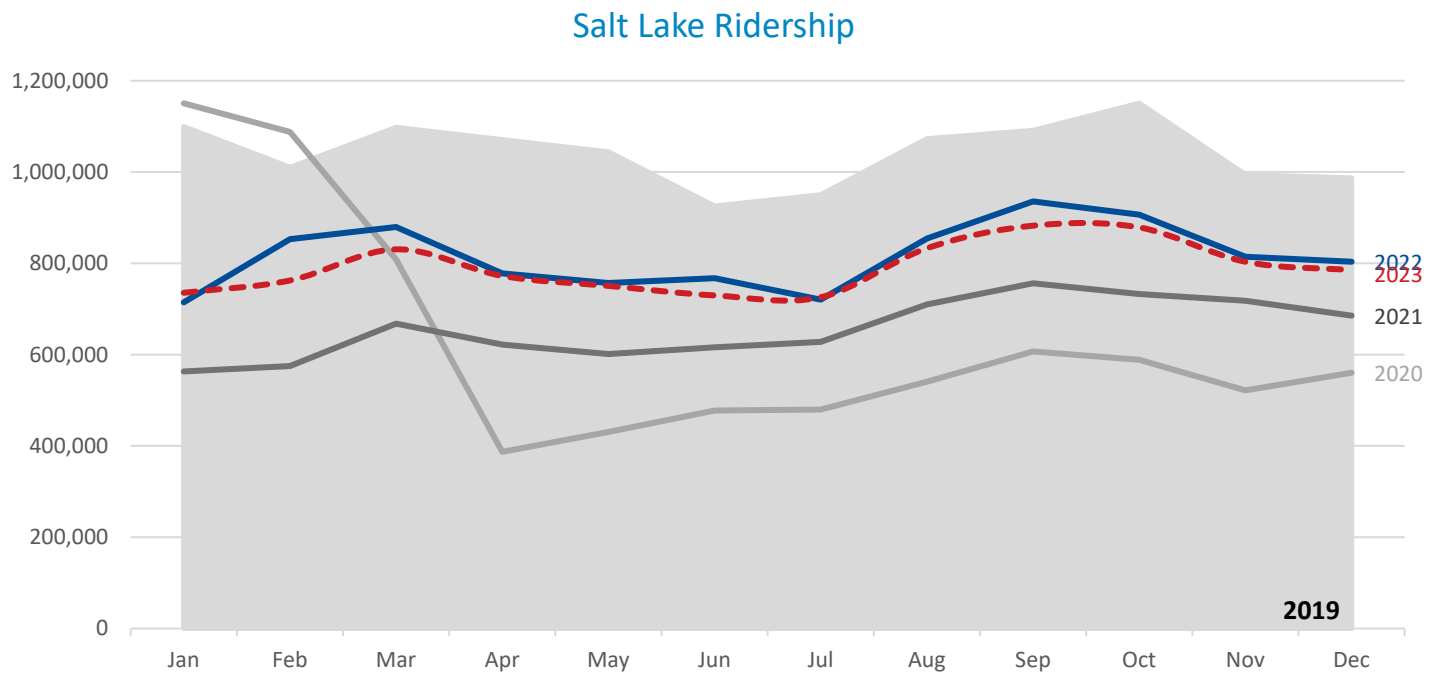
2022 ridership is growing faster than projected in the 2022 adopted budget. While ridership through October lags 2019 ridership totals by about 29 percent, steady and significant gains over 2021 ridership can be seen on the chart above. In fact, 2022 ridership for the months February through October are about 35 percent over ridership for the same period in 2021.

As compared to the 2021 ridership for the same period (January - October), gains have been realized in all modes and as mentioned earlier, UTA has recovered about 75 percent of its pre-pandemic ridership, systemwide.

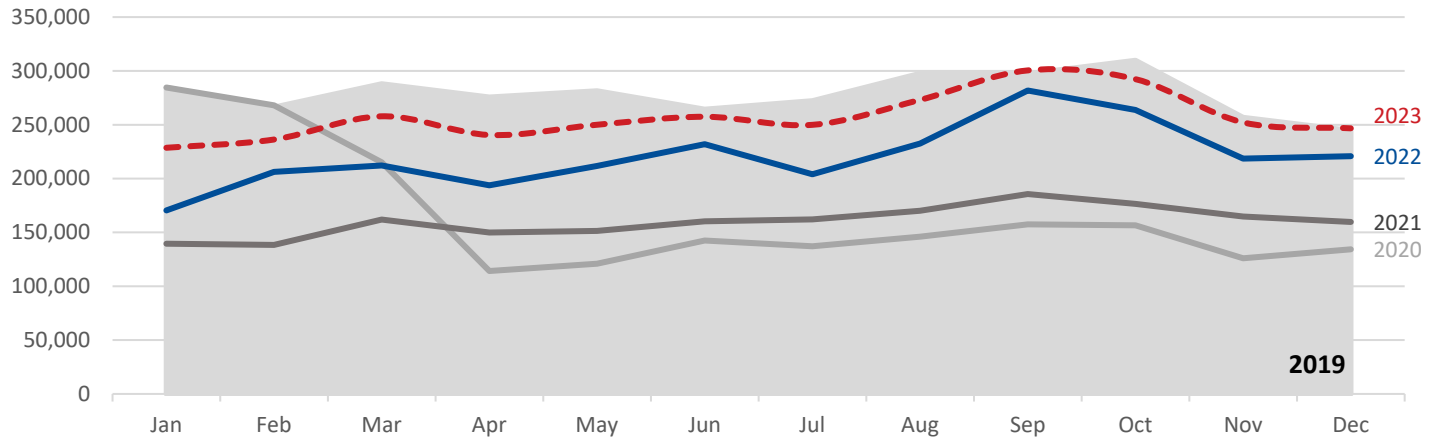
Mode	2019 Trips	2021 Trips	2022 Trips	Change 2021-2022	Change 2019-2022
FrontRunner	4,356,000	1,657,000	2,697,000	+62.8%	-38.1%
Streetcar (S-Line)	353,000	221,000	375,000	+69.5%	+6.1%
Light Rail	13,715,000	6,515,000	8,746,000	+34.3%	-36.2%
Paratransit	324,000	207,000	264,000	+27.7%	-18.5%
Bus	17,102,000	10,128,000	13,142,000	+29.8%	-23.2%

In 2022, UTA continued its targeted service change strategy focusing on route performance and emerging ridership trends, guided by UTA's Service Guidelines. The August 2022 service changes adopted by the Board as part of the 2022 Budget reduced/replaced unproductive service, added service, and significantly expanded On Demand service.

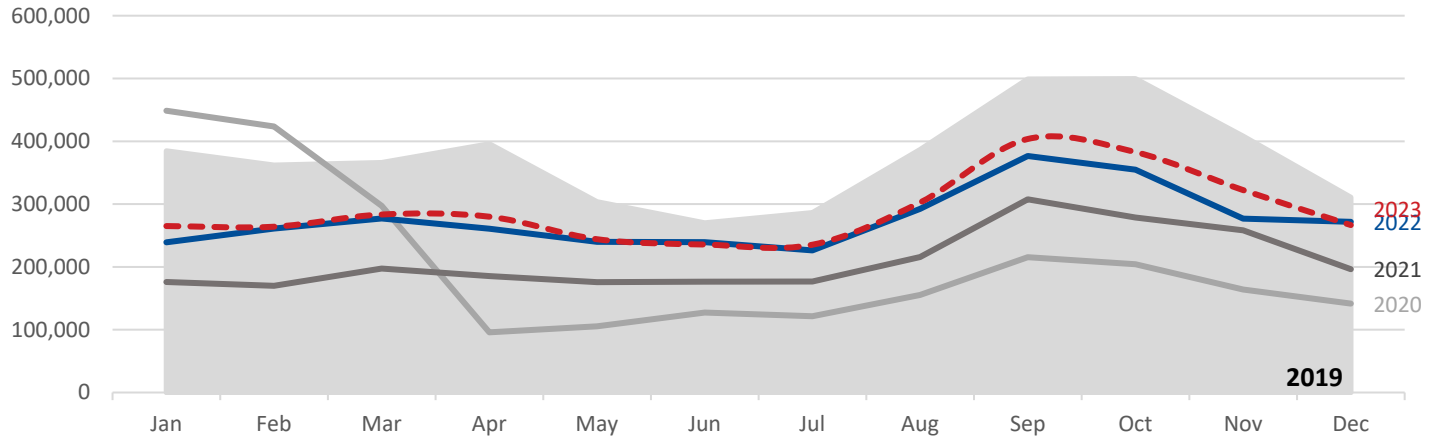
The 2023 budget envisions adding about 56,000 hours of service to implement Ogden Express – bus rapid transit service (OGX), additional light rail service on Saturdays, and some local service.
Microtransit/On Demand was introduced in 2019 on a pilot basis and with the proposed service additions in 2023, will provide about 180,000 platform hours across the region.



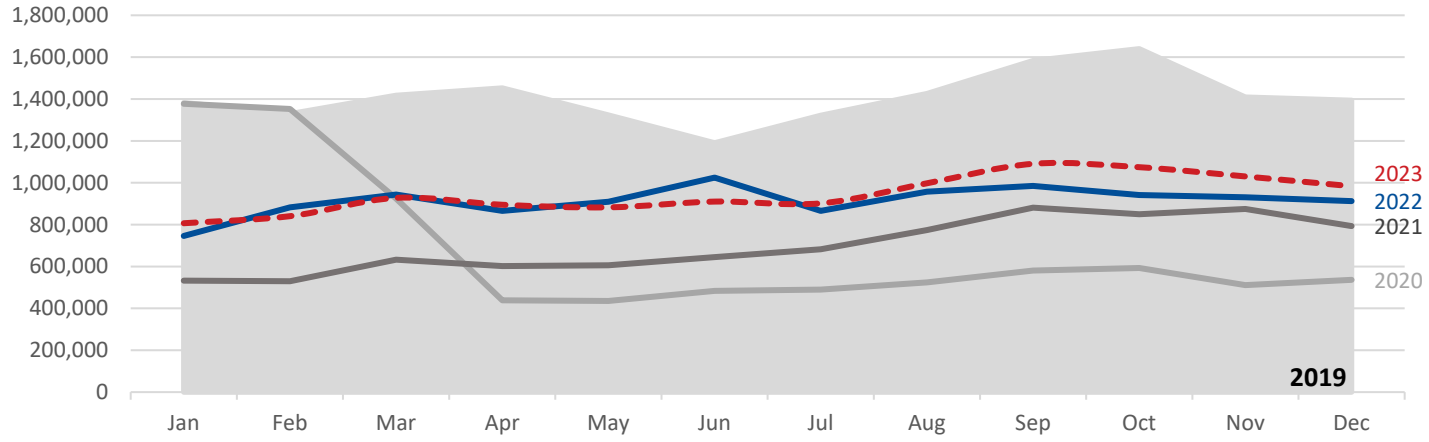
Ogden Ridership



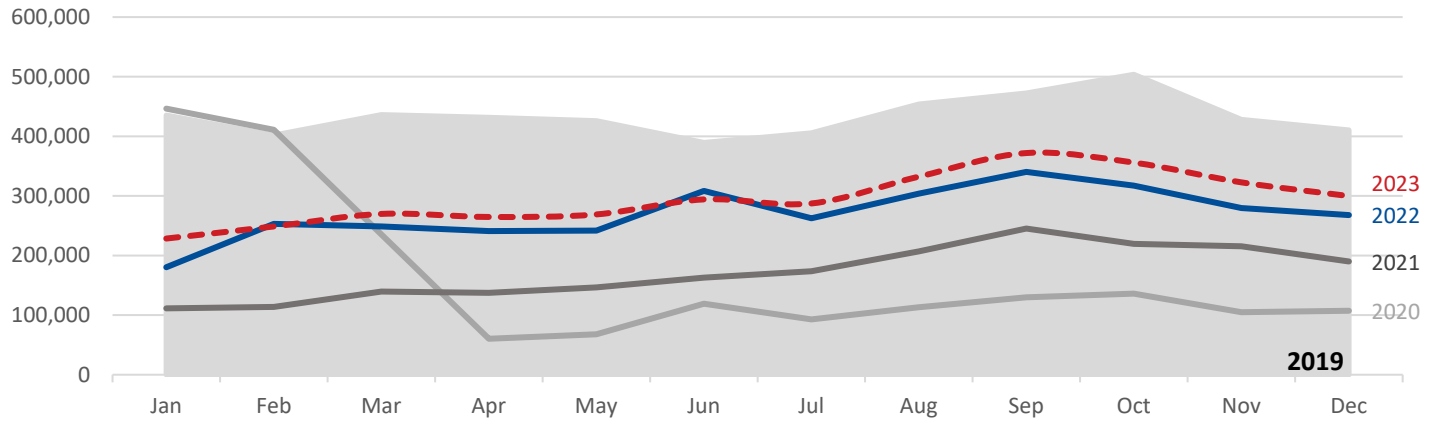
Timpanogos Ridership



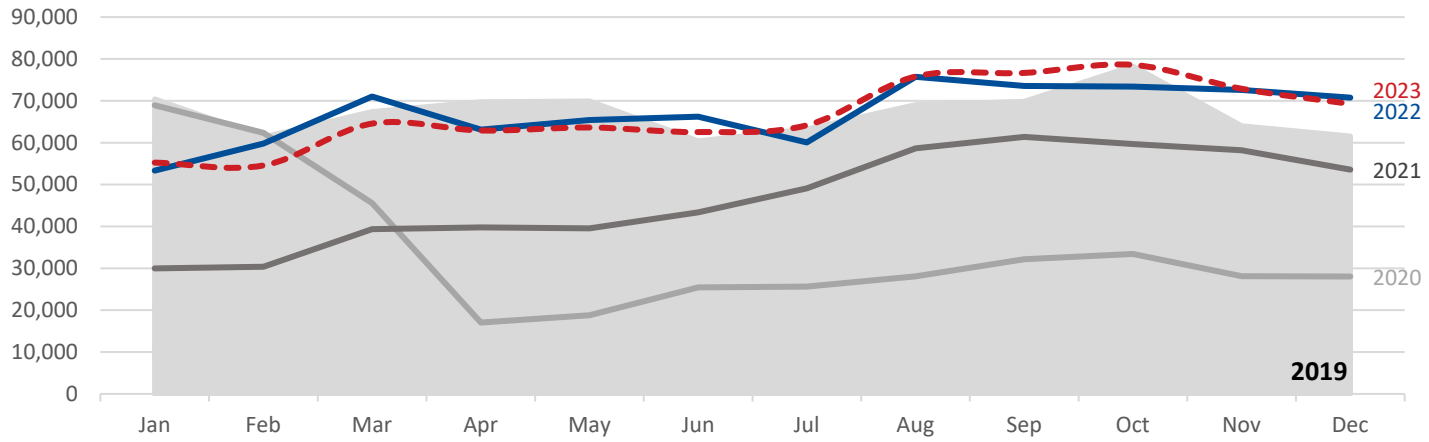
Light Rail Ridership



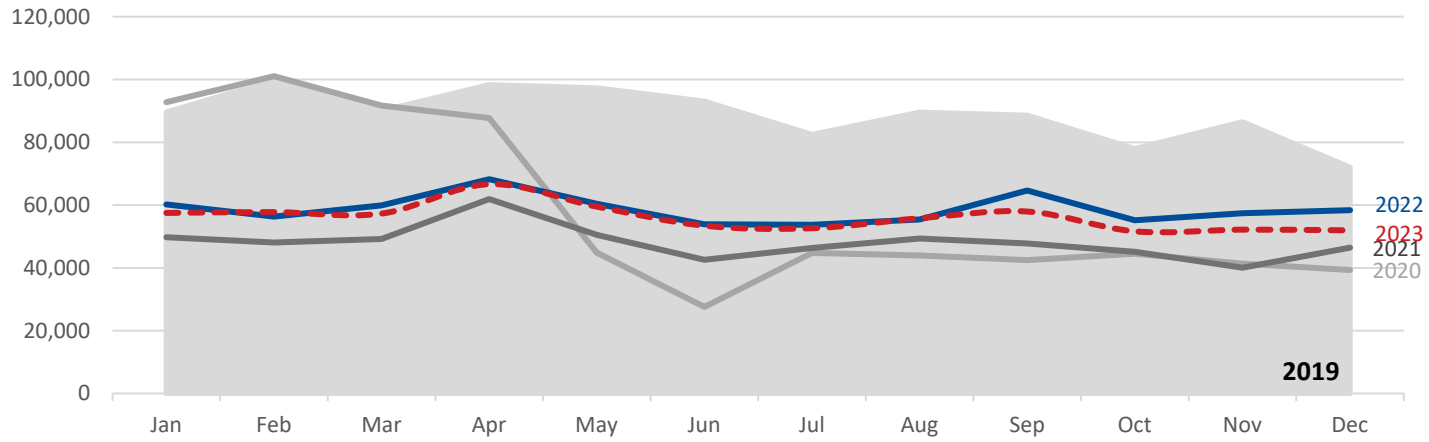
FrontRunner Ridership



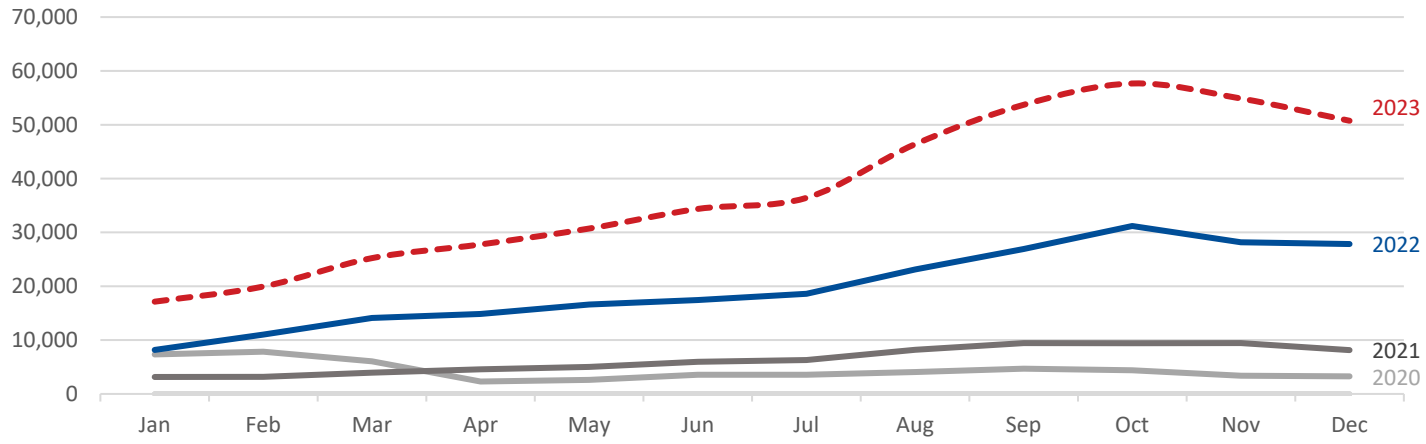
Paratransit Ridership



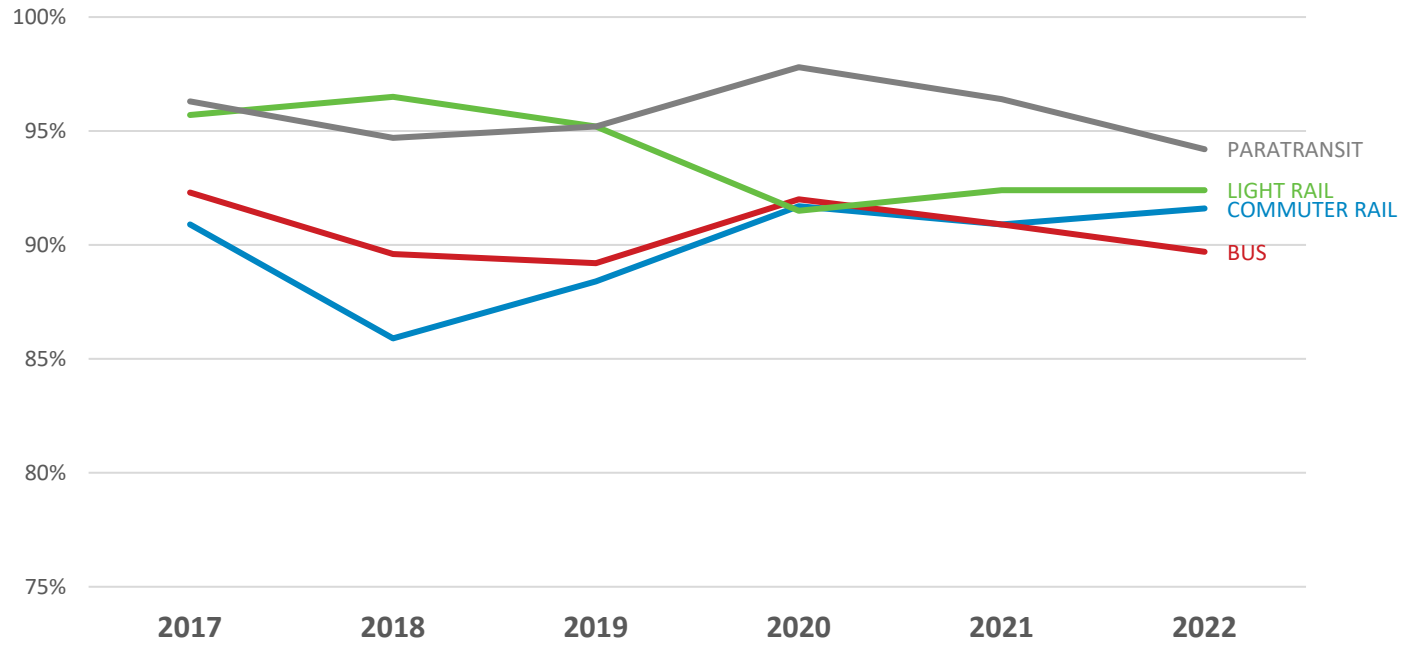
Vanpool Ridership



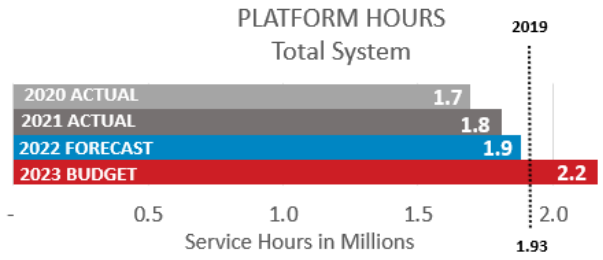
On Demand Ridership

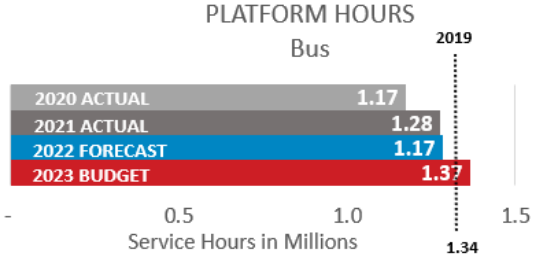


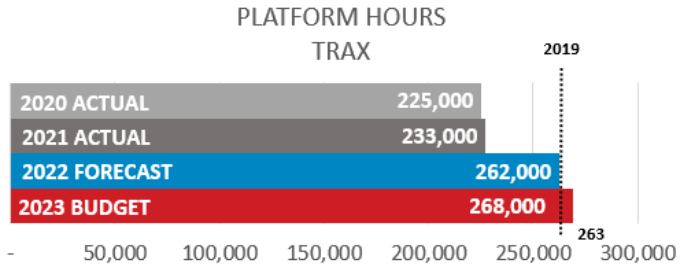
On-time Performance

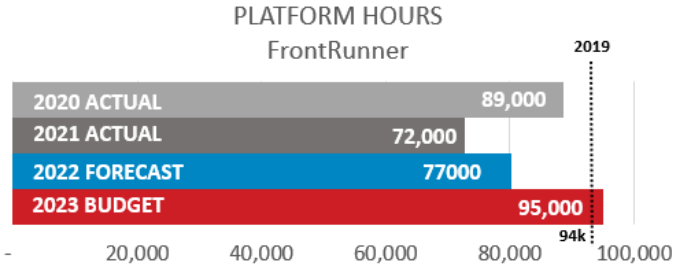


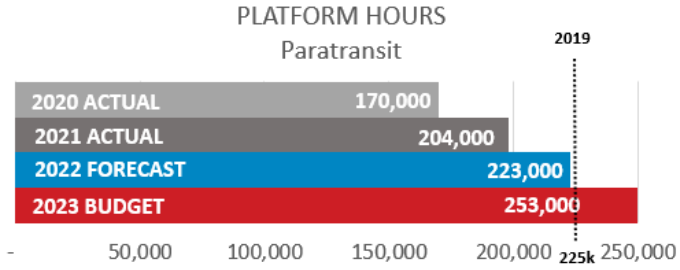
Platform Hours

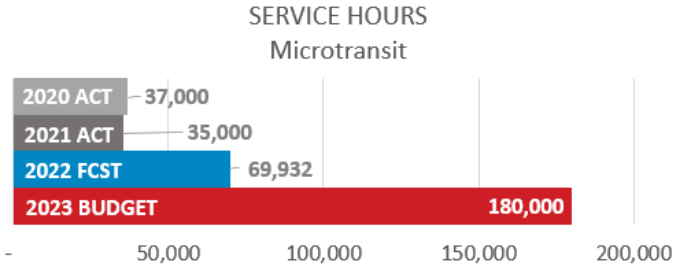








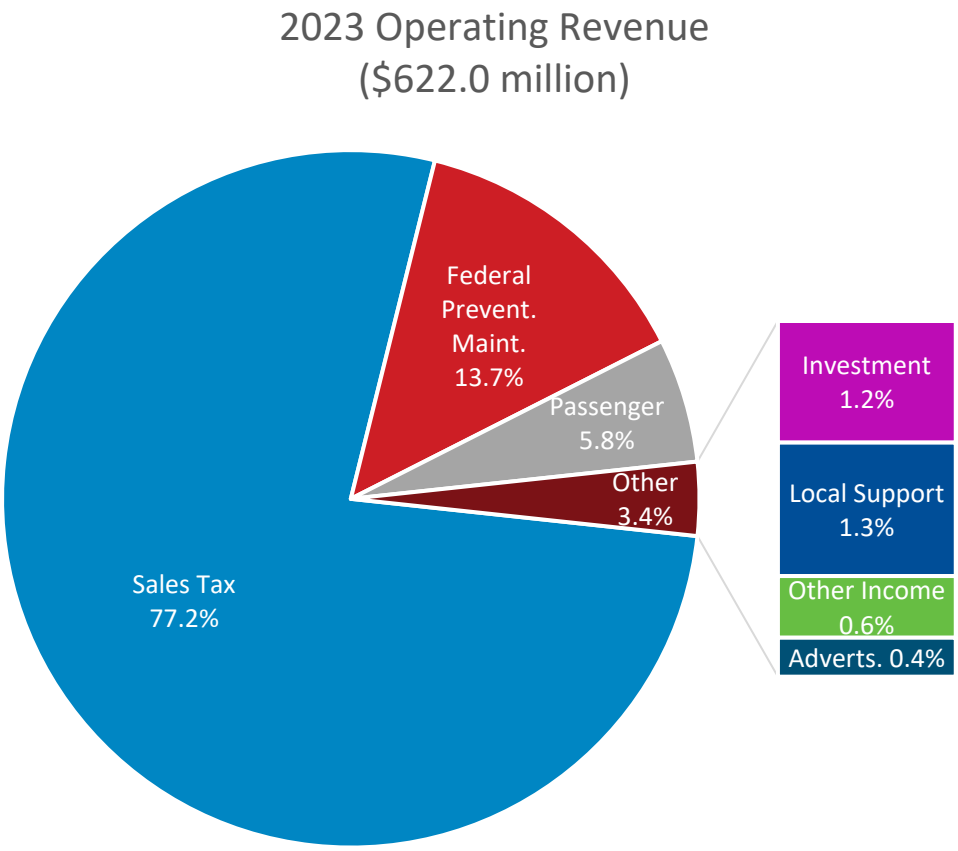




2023 Operating Revenue Summary

UTA reports as a single enterprise fund and all revenues are deposited in the UTA Operating Fund. Within this enterprise fund, UTA maintains two budgets –operations and capital. Transfers from the enterprise fund to the Capital program are made as necessary to support investment in the system.

Sales tax revenue at $480 million, or 77 percent of total revenues, represents the largest funding source for the 2023 budget. Federal preventive maintenance totals $85 million, and passenger revenues total $36 million. Other revenues include, in order of magnitude, investment income, local support, advertising, and other fees, resulting in a total revenue of $622 million.

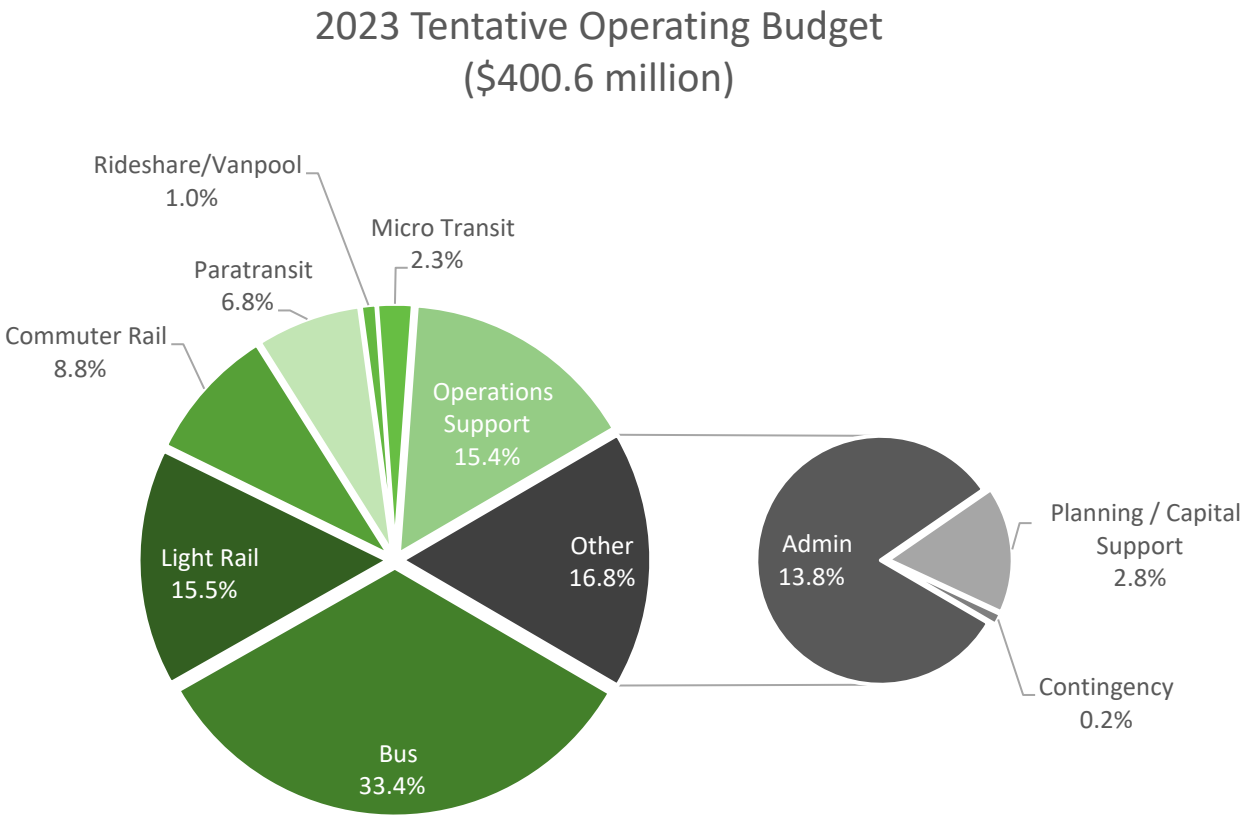


2023 Operating Expense Summary

The 2023 Operating Budget includes almost $379 million for operations and maintenance of the system, or 95 percent of the 2023 operating budget request. These functions are represented in the green shaded segments in the graph below.

The “Other” functions (gray segments comprising 16.8 percent) include Administration or Management and Support, Planning/Capital Support and $1.0 million set aside to fund emerging/emergency needs.

Management and Support includes executive leadership and support, human capital management, communications, payroll, accounting, purchasing, warehouse, fares, service development, information technology, strategic planning, continuous improvement, data management, and other functions that support the capital and operating programs at UTA.



2023 Operating Expense Budget

Summary by Mode

	FY 2022 Budget	FY 2023 Budget	Change
Bus	$120,084,000	$133,746,000	$13,662,000
Light Rail	58,055,000	61,926,000	3,871,000
Commuter Rail	31,767,000	35,258,000	3,491,000
Paratransit	25,476,000	27,257,000	1,781,000
Rideshare/Vanpool	3,795,000	3,995,000	200,000
Operations Support	61,736,000	61,869,000	133,000
Administration	45,020,000	55,199,000	10,179,000
Planning/Capital Support[3]	9,493,000	11,114,000	1,621,000
Micro Transit	6,731,000	9,193,000	2,462,000
Non-Departmental[4]	1,000,000	1,000,000	-
Total Division	**$363,157,000**	**$400,557,000**	**$37,400,000**

Summary by Office

	FY 2022 Budget	FY 2023 Budget	Change
Board	$2,702,000	$3,147,000	$445,000
Executive Director	5,108,000	5,926,000	818,000
Operations	274,918,000	302,743,000	27,825,000
Finance	15,376,000	17,195,000	1,819,000
Service Development	7,783,000	8,754,000	971,000
Planning & Engagement	14,884,000	18,657,000	3,773,000
Enterprise Strategy	22,525,000	24,822,000	2,297,000
People	15,479,000	14,369,000	(1,110,000)
Communication	3,382,000	3,943,000	561,000
Non-Departmental	1,000,000	1,000,000	-
Total Division	**$363,157,000**	**$400,557,000**	**$37,400,000**

[3] Planning/Capital Support is comprised of Planning, Capital Development & Real Estate
[4] Non-Departmental contains funds for emerging needs as the region continues to react to and recover from the pandemic

Summary by Expense Category

	FY 2022 Budget	FY 2023 Budget	Change
Wages	$172,287,000	$185,695,000	7.8%
Fringe	84,779,000	94,671,000	11.7%
Services	34,914,000	39,960,000	14.5%
Fuel/Power	27,464,000	35,603,000	29.6%
Parts	22,863,000	23,447,000	2.6%
Utilities	6,397,000	6,189,000	-3.3%
Other O&M	25,141,000	26,679,000	6.1%
Capitalized Costs	(10,689,000)	(11,688,000)	9.3%
Total Budget	**$363,157,000**	**$400,557,000**	**10.3%**

Summary of budget changes

- Increase in fuel due to higher budgeted price per gallon and increased service over 2022 levels
- Increase in wages and fringe benefits due to headcount increases, COLA, and benefit increases
- Increase in Contract Services for additional investment in UTA information systems and Microtransit services expansion
- Decrease in Utilities expenses to reflect decrease in costs for Facilities
- The increase in Other O&M is primarily an increase in Operations Contingency for emerging needs and is subject to appropriation by the Board
- Increase in Capitalized Costs reflects increased investment in resources to support 2023-2027 capital program delivery

FTE Summary

	FY 2022 Budget	FY 2023 Budget	Change
Board	13.4	14.4	1.0
Executive Director	28.5	30.5	2.0
Operations	2,279.2	2,335.2	55.0
Finance[5]	120.5	123.5	3.0
Service Development	56.0	62.0	6.0
Planning & Engagement	73.2	80.2	7.0
Enterprise Strategy	115.0	122.0	7.0
Communications	13.0	15.0	2.0
People	84.0	84.0	-
Totals	**2,782.8**	**2,866.8**	**84.0**

[5] Transfer of Grants Functions to Finance began in 2022 and will be completed in 2023

Key Assumptions and Sources and Uses

UTA contracts with the Economic Development Unit at the University of Utah to generate sales tax forecasts. The 2023 Budget was developed in a time of economic uncertainty. Inflation is at a 40-year high and in response, the Federal Reserve has implemented four consecutive 0.75 percent interest rate hikes pushing rates toward 2008 highs, with further increases anticipated in the near future. From Utah's Department of Workforce Services August 2022 Report[6]:

> *Inflation will have an impact on some industries, but Utah's strong economy, led by a 2.0% unemployment rate, should allow it to absorb and weather any inflation-influenced economic slowing. On average, Utah's unemployment rate has stayed 1.5 percentage-points below that of the United States. Even if the U.S. unemployment rate rises to the highest range of the Fed's expectations and reaches 4.2%, Utah's unemployment rate should still be under 3.0%, an unemployment rate that is not economically stressful. If the economy enters the shallow downturn predicted by the Federal Reserve Board Members, Utah's economy should fare well.*

This Budget and 5-year plan include assumptions from the University's November 2022 forecast.

The key assumptions in the 2023 budget are provided below.

- Operating Expenses:
  - Labor – Subject to Collective Bargaining
  - Fringe – Subject to Collective Bargaining
  - Parts – 2.6%
  - Fuel:
    - Diesel – $3.90
    - Gasoline – $3.10
    - CNG DGE – $1.72
  - Other Expense – 6.1%

- Revenue Growth:
  - Sales Tax – 0.0%
  - Passenger – 0.2%

[6] Rising Inflation and Its Impact on Employment in Utah

Summary – 2023 Sources

2023 Operating sources of funds total $622.0 million, a decrease of $186.7 million or (23.1%) from the FY 2022 forecast. The primary sources and changes are detailed below:

- The largest contributor to lower anticipated revenues is the result of UTA exhausting Federal Stimulus funds issued over the last two years ($168 million). The CARES, CRRSAA, ARPA funds have been used to supplement operations and maintenance over the last 2 years. UTA does not anticipate any additional relief funding in the five-year plan.

- 2023 Sales Tax contributions of $480 million are forecast as equal to projected 2022 sales tax collections, in accordance with the November 2022 forecasts provided by the University of Utah. This forecast assumes a minor recession scenario with flat (zero) sales tax growth in 2023. These funds are used for operations and maintenance, other agency support costs, debt service, contributions to reserves, and capital program support.

- Passenger revenue is $35.9 million, up $1.6 million from FY 2022. These relatively flat revenues despite projected growth in ridership are driven by lower than anticipated pass revenues and increased subsidies for low-income riders.

- Federal formula funds dedicated to preventive maintenance and paratransit operations are programmed at $84.9 million in 2023. The apparent reduction in funding ($25 million) is the result of a timing issue in federal reimbursements and the 2022 anticipated reimbursements from prior years. In fact, federal formula fund allocations to UTA are up about 30 percent per year over prior appropriations from the FTA.

- Other revenue is $21.2 million, up from $16.2 million in FY 2022 primarily due to increasing advertising revenue and higher rates of return on UTA investments on fund balances.

	2021 Actual	2022 Forecast	2023 Budget	Change 2023 - 2022
Sales Tax	$433.4	$480.0	$480.0	-
Federal Preventative Maint.	7.0	110.4	84.9	(25.5)
Stimulus Funds	123.9	167.8	0.0	(167.8)
Passenger	28.5	34.2	35.8	1.6
Salt Lake City	4.3	6.9	8.0	1.1
Investment	1.4	3.7	7.2	3.6
Advertising	1.9	1.9	2.3	0.4
Other	5.5	3.7	3.7	(0.1)
Total Revenue (Millions)	$605.8	$808.7	$622.0	($186.7)

Summary – 2023 Uses

Operating uses of funds are $400.6 million, an increase of $37.4 million or 10.3 percent from the current FY 2022 projected operating expense. The primary uses are detailed below:

- Total employee wages and benefits increased 7.8 and 11.7 percent respectively. These increases are due to staffing level increases and an assumed average wage increase of three percent, increased benefits, and the additional hires. The FY2023 budget anticipates hiring 84 additional FTEs.
- Fuel costs are budgeted with an increase of 29.6 percent. Fuel prices have increased due to supply chain and demand issues. The FY 2023 budget assumes $3.90 per gallon for diesel, $3.10 per gallon for gasoline, and $1.72 CNG DGE for natural gas vehicles, compared to $2.75 per gallon for diesel and $2.35 per gallon for gasoline in FY 2022. Earlier this summer, prices were trending downward, but have started to increase again this fall.
- Utilities costs are projected to decrease by 3.3 percent due to increase oversight in the last year.
- Parts represent a 2.6 percent increase primarily due to increases in prices for parts and increased shipping costs.

Capital uses of funds are $319.0 million, this represents an increase of about $106.9 million over 2022 projected capital expenditures. The primary uses and changes are detailed below:

- Major capital projects including:
    - $15.0 million for the continuation of the Mid-Valley Connector (BRT) in Salt Lake County
    - $14.8 million Ogden/Weber State University BRT (OSX)
    - $12 million to complete the Depot District transit center
- UTA has allocated $150 million to achieve a steady state of good repair. This includes funding for vehicle replacements, technology replacements and upgrades, facility maintenance, rail vehicle overhauls and replacement, and rail system preservation and replacements.
- Other capital projects include the TIGER program of projects, ROW & Facility Property funding, Public Partnership projects, 900 East UVX Station, Electronic Fares Systems Replacement, wayfinding signage, a new radio communication system, and ongoing video camera sustainability and expansion.

Debt service is cash that is required to cover the repayment of interest and principal on the debt related to UTA's outstanding bonds and its leasing program. Total combined debt service for FY 2023 is $161.3 million, which includes lease payments of $14.1 million.

Operating Sources – 2023 Detail

Sales and Use Tax

The largest operating source of revenue for the Authority is a local sales tax, which is imposed by the individual jurisdictions within the Authority's service area. In July 2019, the Salt Lake County Council and the Utah County Commission approved increasing their tax rate by 0.25 percent with 0.10 percent dedicated to UTA.

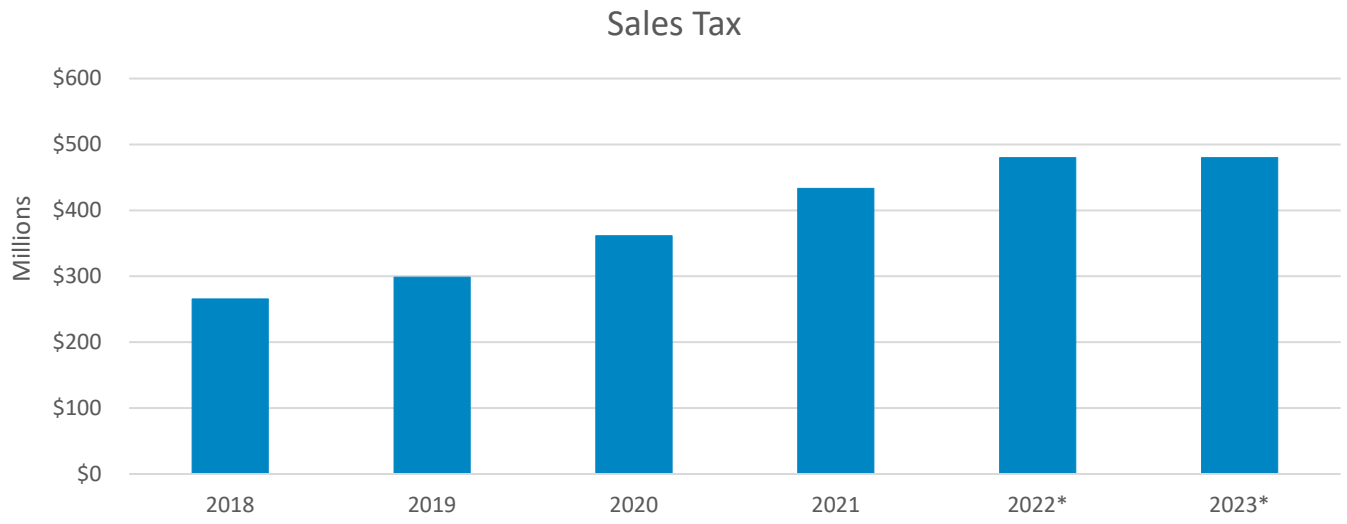
UTA's sales tax is applied by participating jurisdictions within the service area to gross taxable sales within the service district. From 2004 through 2021, sales taxes have grown by an annual average of 7.7%. Sales tax forecasting is a priority for UTA, and in 2021 UTA engaged Stephen C. Bannister, PH.D. Associate Director of Economics at the University of Utah to provide sales tax revenue forecasts for the Agency.

2023 Sales Tax Revenues - $480.0 million:

The 2023 Budget assumes no increase over 2022 projected sales tax collections. The estimate is based on the assumption of a minor recession in 2023 with recovery beginning in 2024. The 5-year sales tax forecast is generated using EDU's econometric models.

Year	2018	2019	2020	2021	2022*	2023*
Sales Tax	$265,770,000	$298,640,000	$361,591,000	$433,361,000	$480,000,000	$480,000,000

*Budget/Projected

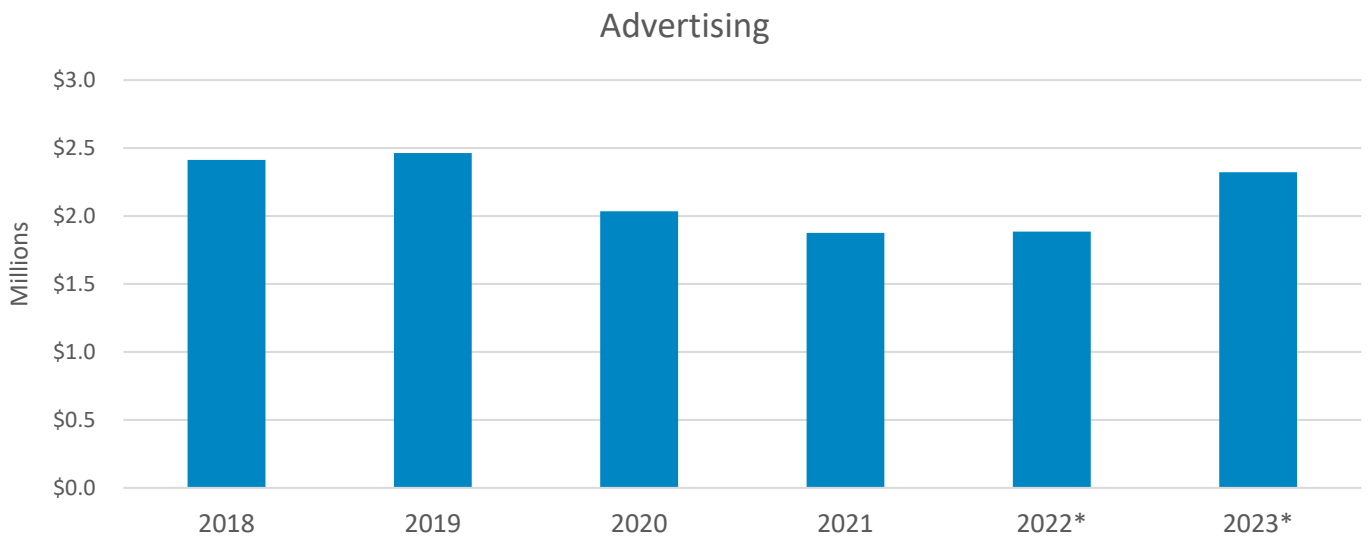


Advertising

Advertising revenues for the Authority come from the lease of exterior space on UTA's buses and light rail vehicles, and the signage inside commuter rail cars. The annual growth rate for advertising is beginning to increase. For 2022 and 2023 advertising is projected to produce $1.9 million and $2.3 million, an increase due to COVID recovery and improved economic conditions.

Year	2018	2019	2020	2021	2022*	2023*
Advertising	$2,413,000	$2,463,000	$2,035,000	$1,876,000	$1,885,000	$2,322,000

* Budget/Projected



Passenger Revenue

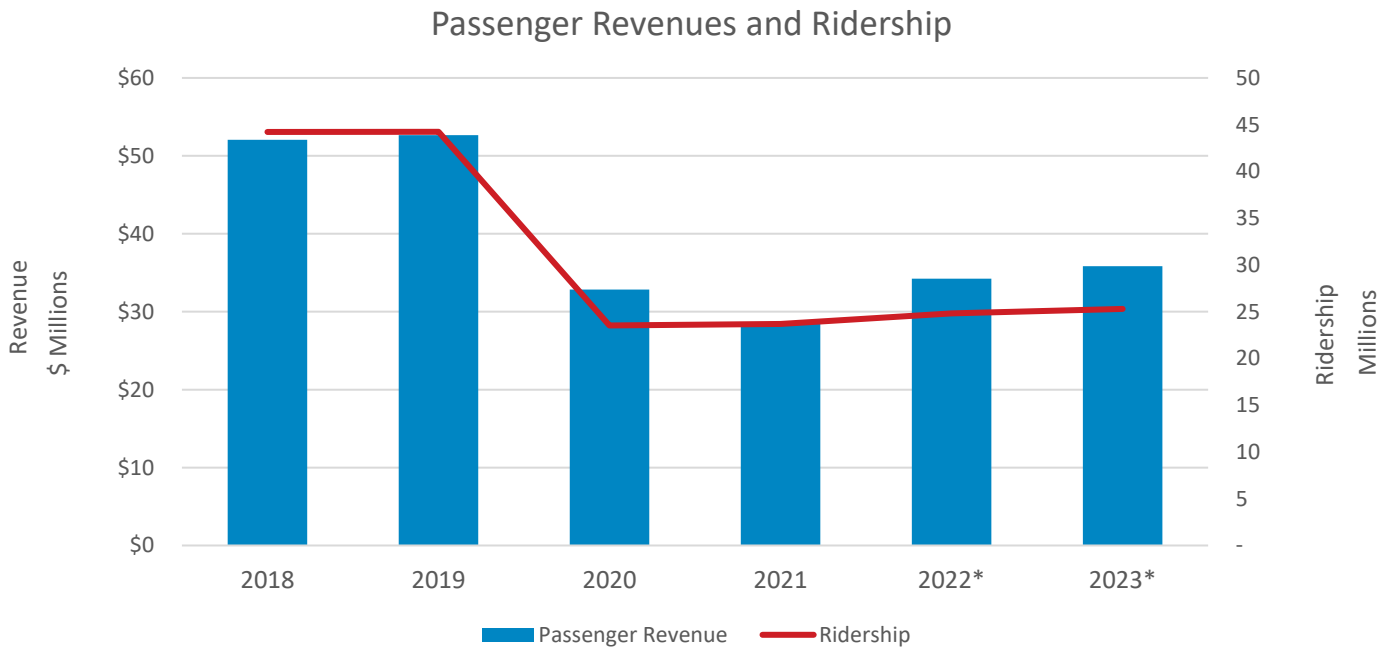
Since 2013, the Authority's base fare has been $2.50. Fares range from $1.25 for senior citizens to $5.50 for premium express service. Low income and fares for social service agencies receive discounts of up to 75 percent over the base fare. Service increases planned in 2023, and continued population and employment growth, will all contribute to a modest increase in passenger revenues.

2023 Passenger Revenue – $35.9 million:

Ridership and fares recovered roughly as projected in the 2022 budget. The 2023 budget assumes a 4.7 percent increase in passenger revenues, driven by continued moderate growth in ridership.

Year	2018	2019	2020	2021	2022*	2023*
Passenger Revenue	$52,052,000	$52,649,000	$32,845,000	$28,510,000	$34,239,000	$35,850,000
Ridership	44,217,000	44,239,000	23,530,000	23,692,000	24,821,000	25,305,000

* Budget/Projected



Federal Preventive Maintenance Formula Grants

In 2016 the Transportation Bill, Fixing Americas' Surface Transportation (FAST) was approved by Congress. Since that time, the Authority has been able to use formula funds for preventive maintenance. These formula funds may be used to cover up to 80% of preventive maintenance costs. After operating additional TRAX lines/extensions for 7 years UTA qualified for additional formula funds on the Green Line.

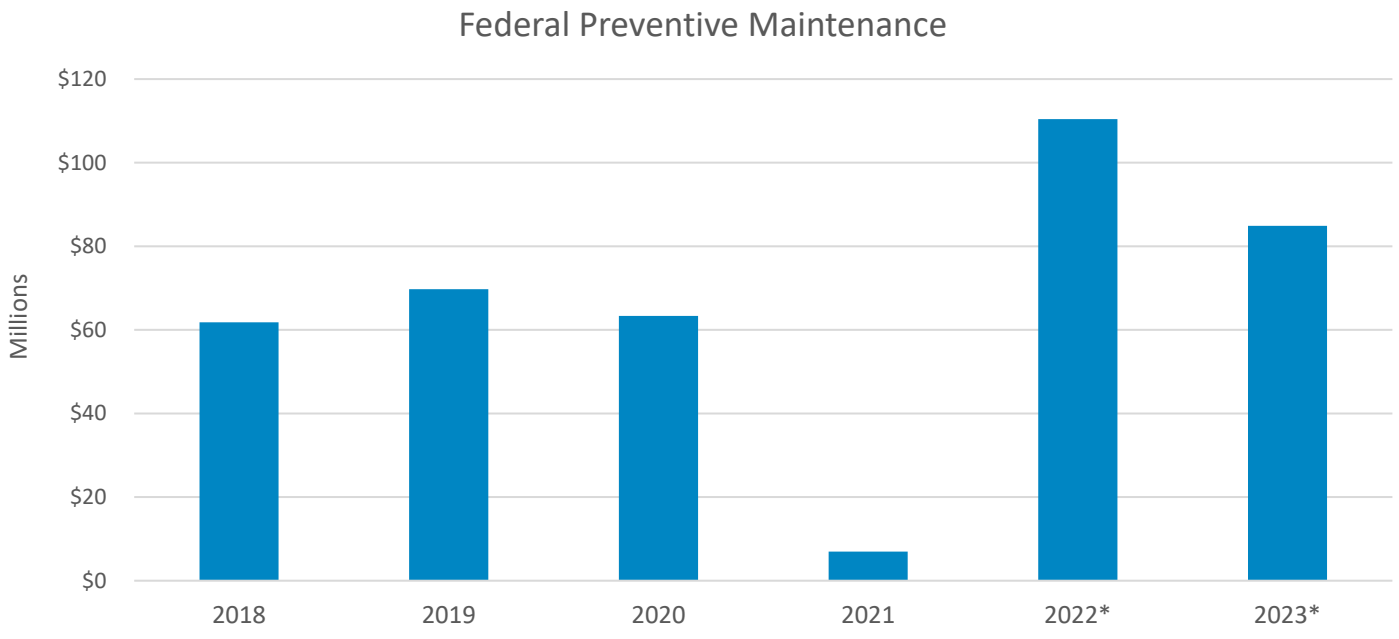
In 2021, Congress passed the Bipartisan Infrastructure Law. This landmark transportation funding bill significantly increased funding for the Nation's transportation infrastructure. This budget and 5-year plan reflect an approximate 30 percent increase in formula funds to UTA and UTA's pursuit of new and expanded existing discretionary grant programs contained in the new Bipartisan Infrastructure Law.

2023 Federal Preventive Maintenance – $84.9 million

The financial plan assumes $84.9 million in FTA formula funds to support the operating program (preventive maintenance and paratransit). This apparent decrease from 2022 levels is due to grant award delays for 2021 funds that will be expended in 2022 and the allocation of some formula funds to state of good repair projects in the capital program. In fact, over the 5-year plan, UTA will realize significant growth in this critical funding source.

Year	2018	2019	2020	2021	2022*	2023*
Operating Grants	$61,821,000	$69,746,000	$63,351,000	$6,968,000	$110,435,000	$84,903,000

* Budget/Projected



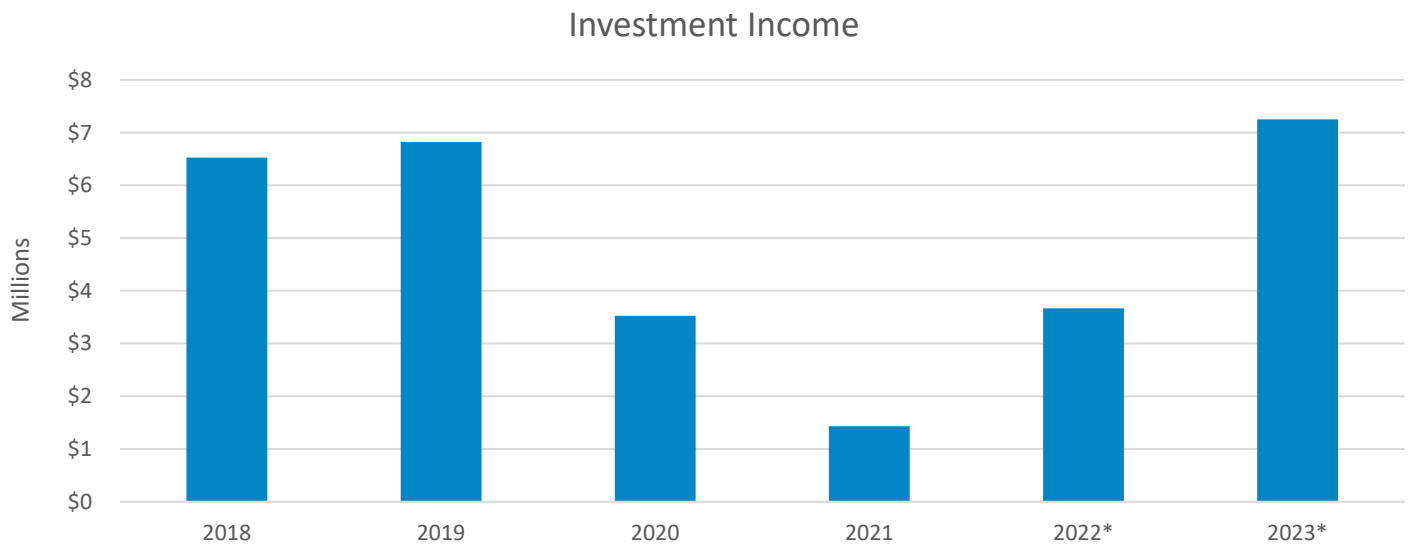
Investment Income

Investment income consists of revenue generated from invested operating fund balances and reserves. Some of the Authority's funds are invested with the Public Treasurers Investment Fund managed by the State Treasurer's office; others are invested by UTA's Investment Management firm (Chandler Asset Management) in accordance with the State's Money Management Act[7]. These investments may yield higher rates of return and are secure.

An approximate rate of 2.50% is applied to projected reserve account and cash balances in UTA's Operating Fund. Projected 2022 investment revenues are $3.7 million with 2023 returns projected at $7.3 million.

Year	2018	2019	2020	2021	2022*	2023*
Investment Income	$6,526,000	$6,822,000	$3,526,000	$1,432,000	$3,668,000	$7,250,000

* Budget/Projected



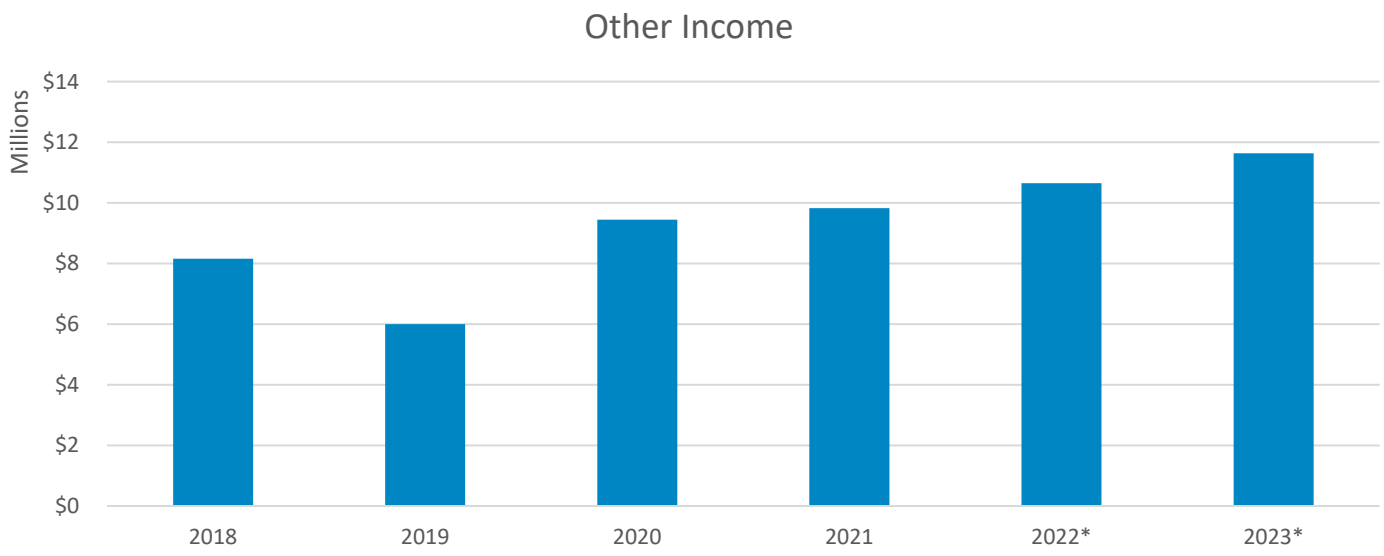
[7] Utah Code Chapter 51-7

Other Income

Other income for 2023 consists of $8.0 million from Salt Lake City for enhanced bus service and Micro-transit/On Demand services within the City, a $2.0 million sales tax distribution from the Utah Department of Transportation, $1.2 million for enhanced transit services, and $0.5 million from transit-oriented communities revenue.

Year	2018	2019	2020	2021	2022*	2023*
Other Income	$8,156,000	$6,001,000	$9,443,000	$9,824,000	$10,650,000	$11,634,000

* Budget/Projected



Operating Uses – 2023 Detail

Employee Compensation and Benefits - $280.4 million:
The 2023 budget reflects an 9.0 percent increase over the 2022 budget. The 2023 budget includes an estimated average increase of 7.8 percent for salaries and wages 11.7 percent for benefits.

Utilities - $6.2 million:
Includes electricity (excluding propulsion power), heat, light, and other utilities. Costs are expected to decrease 3.3 percent in 2023, driven by more careful management from Dan Locke and team. Like fuel, UTA staff will monitor utility costs and adjust the Final Budget if necessary.

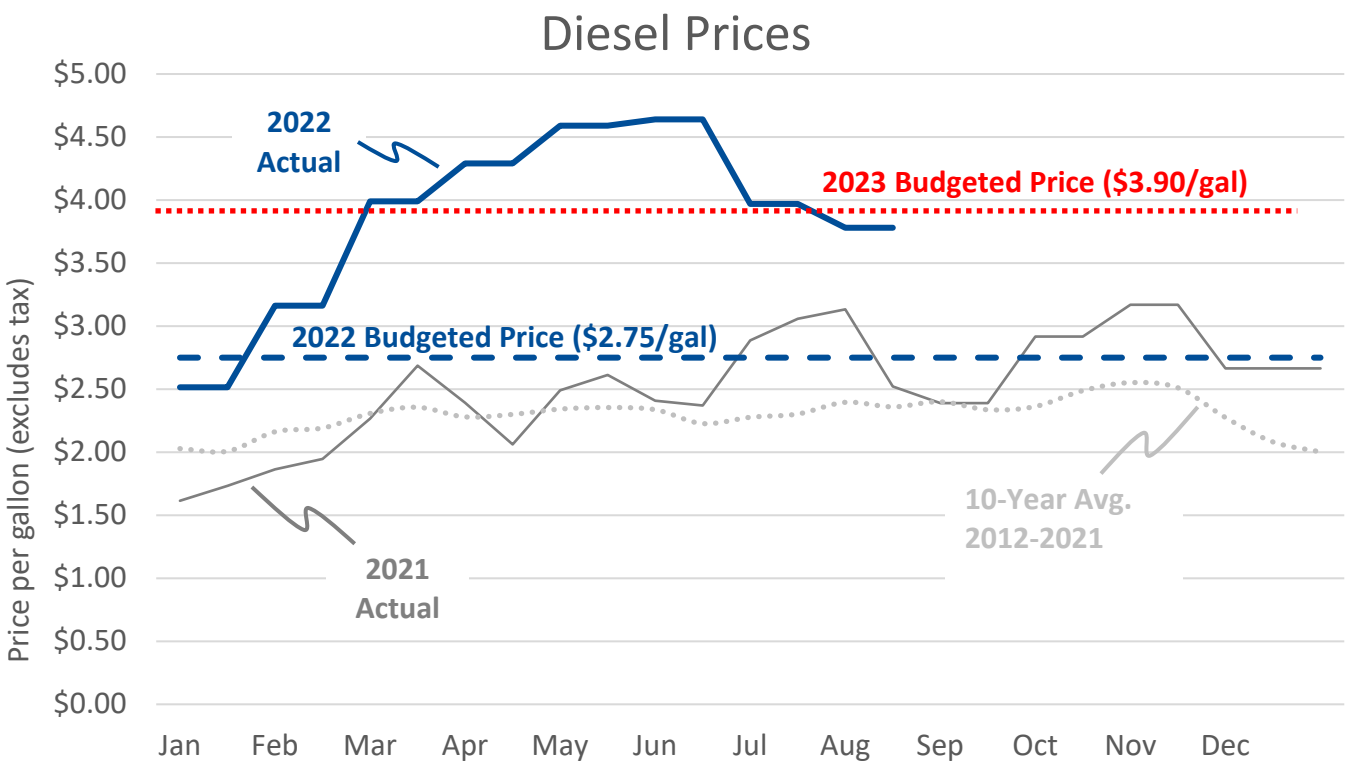
Parts - $23.4 million:
This 2023 budget reflects a $584,000 (2.6 percent) increase over 2022 budget. Inflation continues to drive parts and freight costs upwards. Furthermore, the addition of electric buses in Ogden to run the OGX BRT route has added to the increase in the total parts budget for 2022, both in quantity and through higher cost per part.

Services - $40.0 million:
The 2023 Services budget is up $4.97 million (14.5 percent) over 2022 levels. This increase is due to the expansion of Micro-transit into the Toole service area ($2.3 million), carryover from the Rail Apprenticeship Program ($1.5 million), and IT additions ($700,000) for database and business intelligence tools.

Other O&M Costs - $26.7 million
This 2023 budgeted amount represents a $1.5 million (6.1 percent) increase over 2022 levels. The increase reflects some Agency Contingencies and other offsetting adjustments.

Fuel and Propulsion Power - $35.6 million:
Fuel is budgeted 29.6 percent or $8.1 million higher in 2023 than 2022. This increase is predominantly due to diesel fuel cost assumptions ($6.9 million) and gasoline cost assumptions ($0.8 million), with consumption changes actually decreasing the total diesel and gasoline fuel costs by about $23,000 due to reduced gasoline-run service miles. The 2023 Budget assumes $3.90 per gallon for diesel ($2.75 in 2022), $3.10 per gallon for gasoline ($2.59 in 2022), and $1.72 CNG.

Propulsion power cost is expected to increase by about $255,000 or 3.7%, driven by small changes in light rail miles (additional service) and bus propulsion power. No major changes are expected in propulsion power costs for 2023.



Capitalized Costs – $11.1 million (credit):

Staff time in support of the capital program is initially charged to the operating program and is ultimately charged to capital through a reimbursable process. This $11.1 credit is the estimated cost of UTA capital program support.

Sources and Uses

5-Year Sources & Uses

	Sources	Forecast 2022	Forecast 2023	Forecast 2024	Forecast 2025	Forecast 2026	Forecast 2027
A	**Beginning Balance**	$ 321.8	$ 516.5	$ 402.3	$ 337.4	$ 292.3	$ 258.0
	Sales Tax	$ 480.0	$ 480.0	$ 507.5	$ 530.7	$ 551.4	$ 570.6
	PM Funds (FTA)	110.4	84.9	85.8	86.6	87.5	88.0
	Stimulus Funds	167.8	-	-	-	-	-
	Passenger Funds	34.2	35.8	40.1	44.9	50.2	51.8
	Capital Sources	104.2	184.8	155.6	162.5	123.9	183.3
	Other Sources	16.2	21.2	20.6	19.7	19.4	19.8
B	Total Sources	$ 912.8	$ 806.7	$ 809.5	$ 844.5	$ 832.4	$ 913.5
	USES						
	Operating Expense	$ 353.2	$ 400.6	$ 425.8	$ 444.7	$ 459.1	$ 474.1
	Capital Expense	212.1	319.0	278.5	270.3	224.2	247.2
	Debt Service	152.8	161.3	170.2	174.6	183.4	174.1
C	Total Uses	$ 718.1	$ 880.9	$ 874.5	$ 889.6	$ 866.7	$ 895.3
D	Net Change	$ 194.7	$ (74.2)	$ (65.0)	$ (45.1)	$ (34.3)	$ 18.2
	Cash Amended [1]	-	(40.0)	-	-	-	-
E	Ending Balance	$ 516.5	$ 402.3	$ 337.4	$ 292.3	$ 258.0	$ 276.2
F	Reserves	168.8	184.4	198.0	210.9	223.4	236.4
G	Unrestricted Cash Balance	$ 347.8	$ 217.9	$ 139.3	$ 81.4	$ 34.6	$ 39.7

E = A + B - C

G = E - F

[1] Repayment of state funds

2023 Operating Budget Request Detail

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 363,157	$ (12,719)	$ 624	$ 4,156	$ 9,236	$ 15,867	$ 380,320	$ 3,210	$ 17,026	$ 400,556

2023 Additions

Service Strategy	
Service Charges	$3,400
Extra Board	1,500
Local Service	1,900
2024 Hiring Ramp	1,500
Supervisor Ratios	1,600
Subtotal Service Strategy	9,900
Regulatory/Board/ROI	1,353
Audit/Federal Compliance	1,190
Agency Requests	1,904
Capital Staff	108
Contingency	1,900
Budget Balance/Reconciliation	671
Subtotal Other Requests	7,126
Grand Total	$17,026

Service Strategy

UTA continues to have difficulty recruiting and retaining operators and other staff to support the operations and maintenance of the fleet. The 2023 Budget request includes strategies to address this challenge that will allow UTA to continue to successfully operate base service and position the organization for future growth.

This request includes $3.4 million for service additions to support the new OGX bus rapid transit service, increased light rail service on Saturdays, additional On Demand service in South Salt Lake County, and $1.2 million in service costs adjustments associated with annualizing costs of the approved August 2022 service changes. Another $1.9 million is budgeted as an Operating contingency for local service supporting OGX in the

Ogden area. UTA's staffing situation will be reassessed in the spring for Board consideration of approval of this local service as part of the August 2023 service change proposal.

The remaining elements of the Service Strategy are aimed at improving recruitment and retention of front-line staff.

- $1.5 million is requested to increase the pool of "extra board" operators. This will provide for improved scheduling flexibility and increase the pool of operators for each of the bus business units. The Salt Lake Business unit will add 12 extra boards, Timpanogos and Ogden 4 each.
- $1.5 million is requested for "ramp hiring" to start early hiring in 2023 to ensure any 2024 service changes can be implemented. Like the Ogden Local service item, this funding is placed in an Operating Contingency and will be revisited next spring before seeking Board approval to move forward with ramp hiring later in 2023.
- $1.6 million is included in the budget request to address the operator/supervisor ratio. This item is also in the Operating Contingency and subject to Board approval before implementation.

  Studies show that one of the top reasons employees consider leaving their company is the relationship with their supervisor. The current operator/supervisor ratio has been identified as a contributing cause to retention issues. UTA will undertake an organizational assessment and will return to the Board with a plan to address the operator/supervisor ratios and seek approval at that time to fund this initiative.

Regulatory/Board/ROI

2023 Regulatory/Board/ROI

	FTE	*Total Cost*	*Cumulative Cost*
Surveillance Tech (Security)	1.0	73,000	73,000
OnBoard Survey	-	325,000	398,000
Capital TOC	1.0	190,000	588,000
Workforce Innovation Program	4.0	591,000	1,179,000
Workforce Innovation Program (Savings)		(150,000)	1,029,000
Cost Inventory Litigation	1.0	118,000	1,147,000
Cost Inventory Litigation		(118,000)	1,029,000
Internal Audit EEO Support	1.0	149,000	1,178,000
State Lobbyist		50,000	1,228,000
External Audit		125,000	1,353,000
Subtotal Regulatory/Board/ROI	**8.0**	**1,353,000**	**1,353,000**

This package of requests includes funding to improve UTA video surveillance capability, funds the first year of the federally required On Board survey, and provides funding to improve internal audit functions and support for lobbying activities. Funding for a planner to support regional station area planning and transit-oriented community planning is also included. This request also includes funding the Workforce Innovation Program (WINS). This new employee engagement program is aimed at making UTA a more efficient organization,

improving or enhancing service delivery, and improving UTA culture. WINS was created with the goal of soliciting and implementing employee initiatives with a goal that this program will be self-sustaining within three years.

UTA is also seeking funding for a cost inventory accountant. This position will enhance UTA's record keeping ability and documentation of costs that will have a residual benefit of enhancing support in litigation. It is estimated that improved documentation to support Attorney General staff in litigation will dramatically improve UTA's recover of costs, paying for the position.

Audit/Federal Compliance

2023 Audit/Federal Compliance

	FTE	*Total Cost*	*Cumulative Cost*
Grant Management	3.0	541,000	1,894,000
NRV Fleet Management - FMAP Implementation	4.0	649,000	2,543,000
Subtotal Audit/Federal Compliance	**7.0**	**1,190,000**	**2,543,000**

This request includes two elements.

UTA is consolidating grant functions under Finance. This will streamline the grant planning, acquisition, management, and administration functions and will create efficiencies between programs. Grant management is currently dispersed across the organization resulting in inefficiencies. The Bipartisan Infrastructure Law includes significant opportunities for new funding. This new organization will better position UTA for success in grant acquisition and management.

An internal audit identified a need to improve non-revenue fleet management and oversight. A contract has been executed to develop a Fleet Management Action Plan to respond to the audit findings and improve oversight of the non-revenue fleet. The plan will be completed in 2023 and an implementation plan based on the recommendations will be brought to the Board for approval to implement.

Agency Requests

2023 Agency Requests

Budget Request	*FTE*	*Total Cost*	*Cumulative Cost*
HR Director	1.0	197,000	2,740,000
SGR/Go Team Coordinator	1.0	106,000	2,846,000
Workforce Strategy	1.0	192,000	3,038,000
Data Governance	2.0	500,000	3,538,000
Reducing UTA's IT Risk		150,000	3,688,000
Operations Chief of Staff	1.0	162,000	3,850,000
Hiring Contra		***(250,000)***	***3,600,000***
Transit Connection Program/Resource Liason	3.0	746,000	4,346,000
Subtotal 2023 Agency Requests	**9.0**	**1,803,000**	**4,346,000**

This $1.8 million package of requests includes funding to improve oversight of human relations in the People Office, an Operations Chief of Staff to support the administrative functions of Operations, and a dedicated FTE to support planning and on-the-ground support during major state of good repair and other scheduled service interruptions.

The request also includes funding to enhance UTA's data governance and support the introduction of new tools that will allow UTA to become more data driven as well as funding for Information Technology to improve UTA's cyber risk profile.

Funding is included for a Transit Connection Program to foster improved customer experience and compassionately address unhoused individuals touching UTA's system

Additional funding and one new staff are requested to enhance recruitment development at UTA.

A hiring contra is included that envisions hiring for new positions that will not be complete until the end of the first quarter for these positions.

Capital Position Requests

UTA approves all headcount in the Operating budget request. Capital staff will charge to the capital program through a reimbursable process. Operating funding for these nine positions include startup costs only (computer, supplies, office space, etc.).

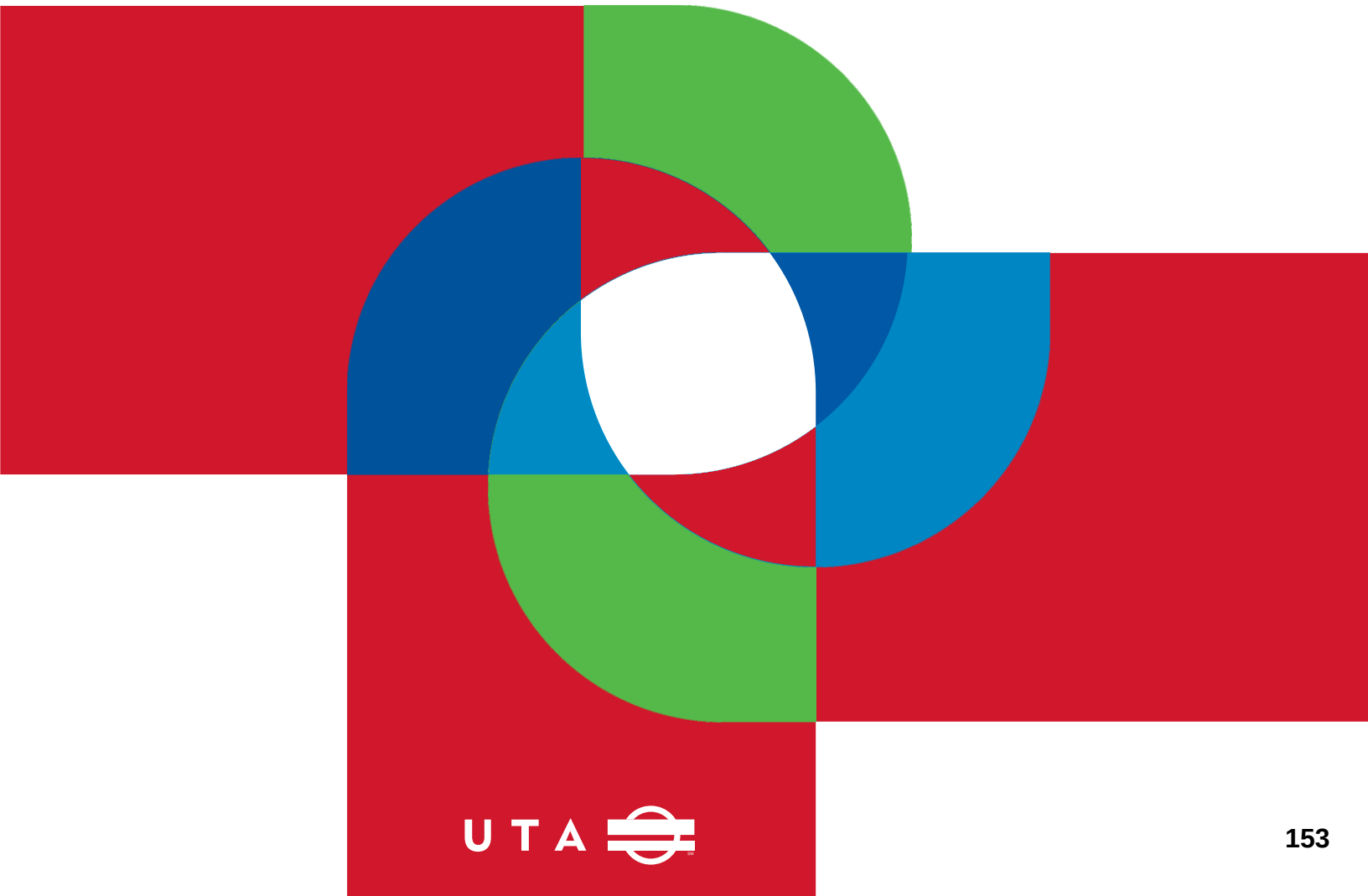
2023 Capital Positions

	FTE	*Total Cost*	*Cumulative Cost*
Rail Infrastructure PM	1.0	12,000	4,358,000
Rail Vehicle Procurement PM	1.0	12,000	4,370,000
Video Security Tech (Security)	1.0	12,000	4,382,000
Ops Capital support (Rail Sustainability)	6.0	72,000	4,454,000
Subtotal Capital	**9.0**	**108,000**	**4,454,000**

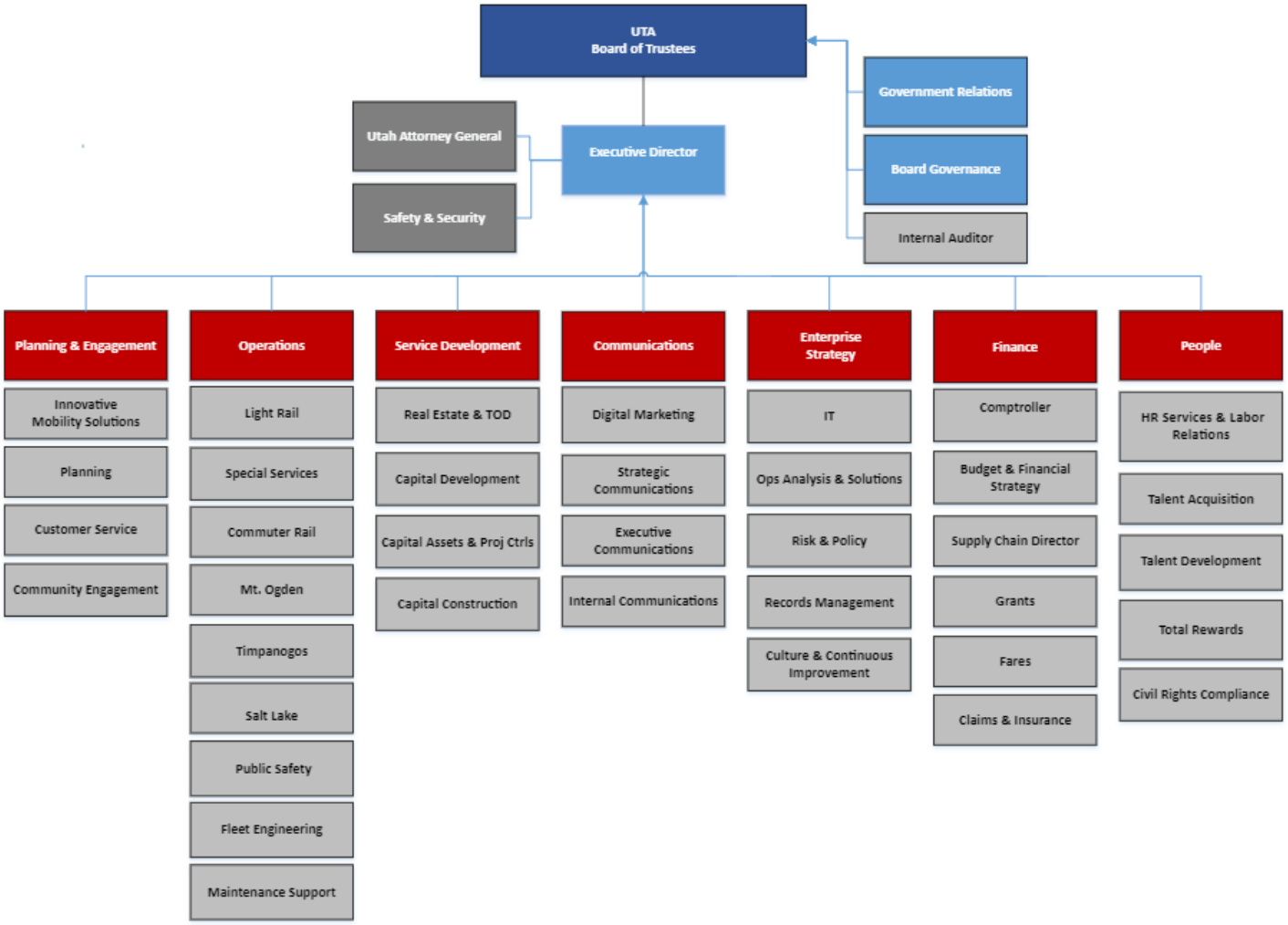
The table below quantifies the ongoing costs that will be incurred by the capital program associated with these nine positions.

Job Title	FTE	2023 Costs
SERVICE DEVELOPMENT		
Rail Vehicle Procurement PM	1.0	$165,000
Rail Infrastructure PM	1.0	$165,000
FLEET ENGINEERING		
Journeyist	1.0	$105,000
Rail Project Adm	1.0	$ 91,000
Bus Project Adm	1.0	$ 91,000
Technical Writer	1.0	$ 75,000
Quality Assurance Adm	2.0	$181,000
Total	6.0	$543,000
SECURITY		
Surveillance Tech	1.0	$73,000

Departmental Information



Org Chart – 2023



2023 Operating Budget by Office, Cost Center, Category & FTE

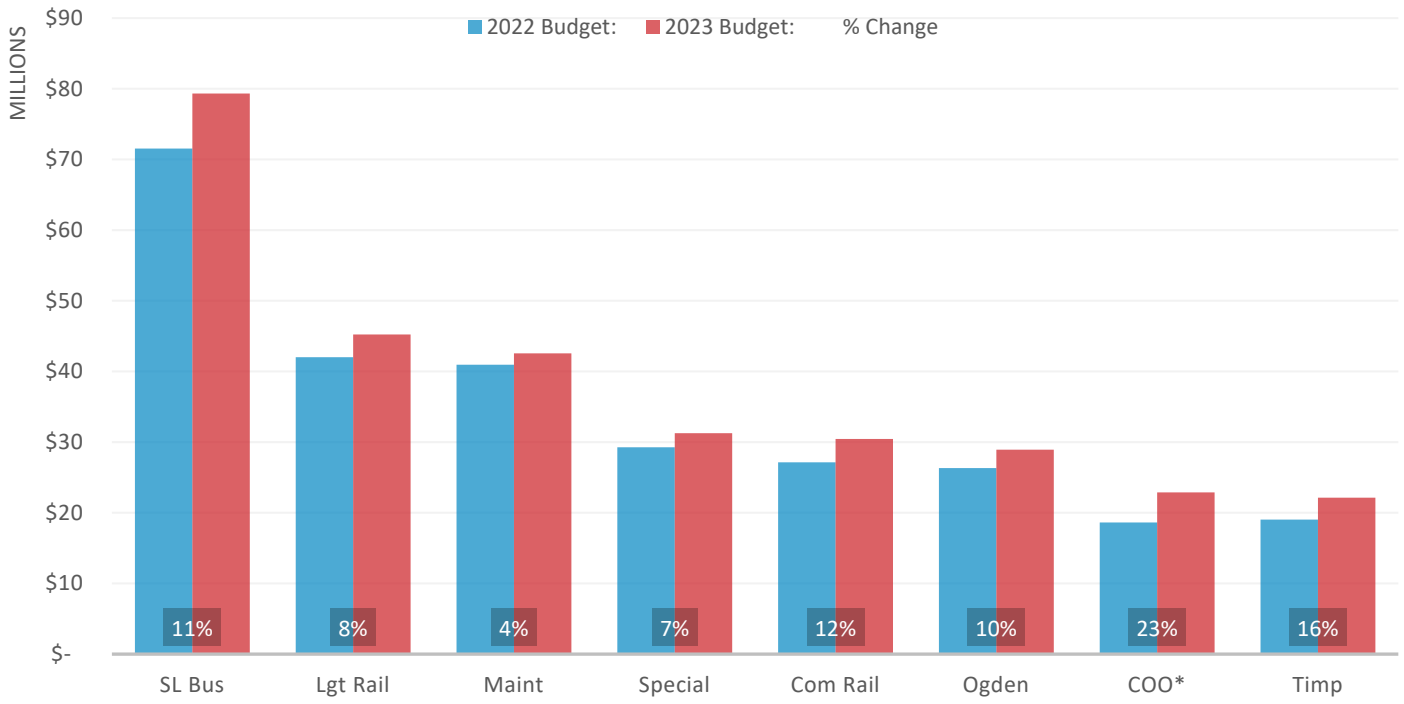
Operations

Operations Total		
$302,744,000 2,335.2 FTE	Office of Chief Operations $6,430,000 3.0 FTE	Public Safety $12,069,000 88.7 FTE
	Commuter Rail $30,443,000 175.0 FTE	Light Rail $45,238,000 366.5 FTE
	Salt Lake Bus $79,332,000 750.0 FTE	Ogden Bus $28,929,000 265.0 FTE
	Timpanogos Bus $22,126,000 196.0 FTE	Special Services $31,252,000 216.0 FTE
	Maintenance Management $42,555,000 225.0 FTE	Fleet Engineering $2,184,000 24.0 FTE
	Transit Communications Center $2,185,000 26.00 FTE	

The Operations organization is comprised of the Office of the Chief Operations Officer and nine service units covering UTA's service area and Public Safety, Fleet Engineering and Asset Management (Engineering & Support Maintenance) Departments. UTA Operations provides the following functions:

- *Office of the Chief.* Provides oversight, direction, and leadership for Operations.
- *Regional Operations.* Operate buses (3 business units), light rail, commuter rail, vanpool, and special services across the UTA service area in a safe and efficient manner.
- *Maintenance Management*. Maintain the buses, rail cars and rail right of way to allow the safe and efficient operation of services for UTA's customers.
- *Public Safety*. UTA has an internal police department focused on keeping our community, riders, and employees safe. UTA's police also engage in community service and support local authorities.
- *Fleet Engineering*. Assists in fleet acquisition and maintenance across all modes.

2023 Operations Budget Expenses by Department



Department	2022 Budget	2023 Budget	Change
COO Office*	$18,623,000	$22,869,000	$4,246,000
Maintenance Mgt	40,954,000	42,555,000	1,601,000
Salt Lake Bus	71,543,000	79,332,000	7,789,000
Mt. Ogden Bus	26,328,000	28,929,000	2,601,000
Timpanogos Bus	19,026,000	22,126,000	3,100,000
Special Services	29,271,000	31,252,000	1,981,000
Light Rail	42,031,000	45,238,000	3,207,000
Commuter Rail	27,142,000	30,443,000	3,301,000
Totals	**$274,918,000**	**$302,744,000**	**$27,826,000**

**COO Office Includes Public Safety and Fleet Engineering*

2023 Proposed Operations Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$135,736,000	$145,428,000	7.1%
Fringe	68,686,000	76,557,000	11.5%
Services	12,335,000	11,598,000	-6.0%
Fuel/Power	27,231,000	35,199,000	29.3%
Parts	22,499,000	23,114,000	2.7%
Utilities	5,341,000	5,108,000	-4.4%
Non-Departmental	2,805,000	5,876,000	109.5%
Other O&M	8,043,000	8,784,000	9.2%
Capitalized Costs	(7,757,000)	(8,919,000)	15.0%
Totals	**$274,918,000**	**$302,744,000**	**10.1%**

Operations FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
COO Office	4.0	3.0	(1.0)
Public Safety	114.7	114.7	0.0
Fleet Engineering	19.0	24.0	5.0
Maintenance Mgt	225.0	225.0	0.0
Salt Lake Bus	737.0	750.0	13.0
Mt. Ogden Bus	255.0	265.0	10.0
Timpanogos Bus	182.0	196.0	14.0
Special Services	214.0	216.0	2.0
Light Rail	353.5	366.5	13.0
Commuter Rail	175.0	175.0	0.0
Totals	**2,279.2**	**2,335.2**	**56.0**

2023 Operations Budget Changes

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 275,658	$ (4,023)	$ 5	$ 2,945	$ 7,007	$ 11,369	$ 292,962	$ 500	$ 9,281	$ 302,743

Summary of 2023 budget changes

Summary

- Added 56 FTEs
- Y-O-Y Budget Change $27,085,000
- Change to Base Budget $17,804,000
- 2023 Budget Additions $ 9,281,000
- See business units/modes for detail

COO Office

COO Office Total

$22,869,000
141.7 FTE

Office of Chief Operations $6,430,000 3.0 FTE	Fleet Eng $2,184,000 24.0 FTE
Public Safety $12,069,000 88.7 FTE	Transit Communications Center $2,185,000 26.00 FTE

2023 COO Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
COO Office	$3,868,000	$6,430,000	$2,562,000
Transit Communications Center	2,090,000	2,185,000	95,000
Public Safety	10,465,000	12,069,000	1,604,000
Fleet Engineering	2,199,000	2,184,000	-15,000
Totals	**$18,623,000**	**$22,869,000**	**$4,246,000**

2023 COO Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$9,654,000	$11,282,000	16.9%
Fringe	4,979,000	5,290,000	6.2%
Services	104,000	245,000	135.6%
Fuel/Power	234,000	263,000	12.4%
Utilities	154,000	153,000	-0.6%
Non-Departmental	2,805,000	5,876,000	109.5%
Other O&M	1,028,000	669,000	-34.9%
Capitalized Costs	(334,000)	(908,000)	171.9%
Totals	**$18,623,000**	**$22,869,000**	**22.8%**

COO FTE Summary: 2023 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
COO Office	4.0	3.0	(1.0)
Transit Communications Center	26.0	26.0	-
Public Safety	88.7	88.7	-
Fleet Engineering	19.0	24.0	5.0
Totals	**137.7**	**141.7**	**4.0**

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 18,623	$ (3,326)	$ -	$ -	$ 626	$ 2,018	$ 17,942	$ 500	$ 4,427	$ 22,869

One-time expenses:
COO Operating Contingencies: $3.3 million

Other Increases:
Police Compensation Increase: $1.6 million
Employee Engagement Transfer from People: $0.4 million

2022 Carry Forward:
COO Service Contingency: $0.5 million

2023 Additions:
Transit Connection Program: $0.1 million Police
Operations: Chief of Staff and Rail Sustainability positions: $0.2 million

Operations Contingency:
Supervisor ratios: $1.6 million
Ogden Local Service: $1.9 million
2024 Ramp Hiring: $1.5 million

Summary

- Added 4 FTEs
- Y-O-Y Budget Change $4,246,000
- Change to Base Budget ($ 181,000)
- 2023 Budget Additions $4,427,000

Salt Lake Service Unit

SL Bus Total

$79,332,000
750 FTE

Salt Lake Administration $893,000 6.0 FTE	Meadowbrook Bus Operations $51,537,000 595.0 FTE
Salt Lake Central Maintenance $7,729,000 48.0 FTE	Meadowbrook Bus Maintenance $19,173,000 101.0 FTE

2023 Salt Lake Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Salt Lake Administration	$981,000	$893,000	($88,000)
Salt Lake Operations	47,809,000	51,537,000	3,728,000
Salt Lake Maintenance	22,753,000	26,901,000	4,148,000
Totals	**$71,543,000**	**$79,332,000**	**$7,789,000**

2023 Salt Lake Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$40,199,000	$42,880,000	6.7%
Fringe	21,268,000	23,562,000	10.8%
Services	394,000	150,000	-61.9%
Fuel/Power	5,602,000	8,299,000	48.1%
Utilities	72,000	113,000	56.9%
Parts	2,781,000	3,013,000	8.3%
Other O&M	1,230,000	1,315,000	6.9%
Totals	**$71,543,000**	**$79,332,000**	**10.9%**

Salt Lake FTE Summary: 2023 Budget and 2023 Proposed Budget

Department	2022 Budget	2023 Budget	Change
Salt Lake Administration	6.0	6.0	-
Salt Lake Operations	582.0	595.0	13.0
Salt Lake Maintenance	149.0	149.0	-
Totals	**737.0**	**750.0**	**13.0**

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 71,777	$ (223)	$ -	$ 1,562	$ 2,094	$ 2,455	$ 77,665	$ -	$ 1,667	$ 79,332

One-time expenses:
Bus Camera Moves to Security: $0.2 million

Service Changes:
Salt Lake County Service Annualized Changes: $1.4 million
MLK Day Observation: $0.1 million

Other Increases:
Fuel Increases: $2.3 million
Parts Increases: $0.1 million
Other materials and services increases: $0.1 million

2023 Additions:
Salt Lake Extra Board: $0.9 million
Additional Service Request: $0.7 million

Summary

- Added 13 FTEs
- Y-O-Y Budget Change $7,555,000
- Change to Base Budget $5,888,000
- 2023 Budget Additions $1,667,000

Timpanogos Service Unit

Timpanogos Total
$22,126,000
196.0 FTE

Timpanogos Bus Administration
$452,000
3.0 FTE

Timpanogos Bus Operations
$13,134,000
151.0 FTE

Timpanogos Bus Maintenance
$8,539,000
42.0 FTE

2023 Timpanogos Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Timp Administration	$494,000	$452,000	($42,000)
Timp Operations	11,335,000	13,134,000	1,799,000
Timp Maintenance	7,197,000	8,539,000	1,342,000
Totals	**$19,026,000**	**$22,126,000**	**$3,100,000**

2023 Timpanogos Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$10,279,000	$11,417,000	11.1%
Fringe	5,357,000	6,198,000	15.7%
Services	122,000	59,000	-51.6%
Fuel/Power	2,088,000	3,144,000	50.6%
Utilities	16,000	14,000	-12.5%
Parts	915,000	1,060,000	15.8%
Other O&M	249,000	284,000	14.1%
Capitalized Costs	-	(49,000)	-
Totals	**$19,026,000**	**$22,126,000**	**16.3%**

Timpanogos FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Timp Administration	3.0	3.0	-
Timp Operations	137.0	151.0	14.0
Timp Maintenance	42.0	42.0	-
Totals	**182.0**	**196.0**	**14.0**

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 19,026	$ (62)	$ -	$ 865	$ 502	$ 925	$ 21,256	$ -	$ 870	$ 22,126

One-time expenses:
Bus Camera Moves to Security: $0.1 million

Service Changes:
Timpanogos Annualized Service: $0.8 million
MLK Day Observation: $0.1 million

Other Increases:
Fuel Increases: $0.9 million
Parts Increases: $0.1 million

2023 Additions:
Timp Extra Board: $0.3 million
Additional service adds: $0.5 million

Summary

- Added 14 FTEs
- Y-O-Y Budget Change $3,100,000
- Change to Base Budget $2,230,000
- 2023 Budget Additions $ 870,000

Ogden Service Unit

Ogden Total $28,929,000 265.0 FTE	Ogden Bus Administration $620,000 4.0 FTE	Ogden Bus Operations $17,273,000 208.0 FTE
	Ogden Bus Maintenance $11,035,000 53.0 FTE	

2023 Mt. Ogden Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Ogden Administration	$648,000	$620,000	($28,000)
Ogden Operations	16,374,000	17,273,000	899,000
Ogden Maintenance	9,306,000	11,035,000	1,729,000
Totals	**$26,328,000**	**$28,929,000**	**$2,601,000**

2023 Mt. Ogden Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$14,265,000	$14,963,000	4.9%
Fringe	7,428,000	8,204,000	10.4%
Services	191,000	126,000	-34.0%
Fuel/Power	2,720,000	3,741,000	37.5%
Utilities	15,000	15,000	0.0%
Parts	1,312,000	1,336,000	1.8%
Other O&M	397,000	544,000	37.0%
Totals	**$26,328,000**	**$28,929,000**	**9.9%**

Mt. Ogden FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Ogden Administration	4.0	4.0	-
Ogden Operations	200.0	208.0	8.0
Ogden Maintenance	51.0	53.0	2.0
Totals	**255.0**	**265.0**	**10.0**

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 26,094	$ (297)	$ -	$ 354	$ 660	$ 1,125	$ 27,935	$ -	$ 993	$ 28,929

One-time expenses:
Bus Camera Moves to Security: $0.1 million
OGX Start up costs $0.2 million

Service Changes:
OGX annualized service: $0.3 million
MLK Day Observation: $0.1 million

Other Increases:
Fuel Increases: $1.0 million
Parts Increases: $0.1 million
Other materials and services increases: $0.1 million

2023 Additions:
Ogden Extra Board: $0.3 million
Ogden OGX Launch: $0.9 million
Reduced Contract Svcs: -$0.1 million
Other adjustments

Summary

- Added 10 FTEs
- Y-O-Y Budget Change $2,834,000
- Change to Base Budget $1,841,000
- 2023 Budget Additions $ 993,000

Special Services Service Unit

Special Services Total
$31,252,000
216.0 FTE

- Special Services Administration
  $3,102,000
  33.0 FTE
- Special Services Operations
  $12,553,000
  137.0 FTE
- Special Services Maintenance
  $5,709,000
  35.0 FTE
- Vanpool/Rideshare
  $3,995,000
  11.0 FTE
- Contracted Svcs
  $5,893,000

2023 Special Services Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Special Svcs Administration	$2,269,000	$3,102,000	$833,000
Special Svcs Operations	11,640,000	12,553,000	913,000
Special Svcs Maintenance	5,393,000	5,709,000	316,000
Vanpool/Rideshare	3,795,000	3,995,000	200,000
Contracted Services	6,174,000	5,893,000	(281,000)
Totals	**$29,271,000**	**$31,252,000**	**$1,981,000**

2023 Special Services Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$11,905,000	$13,014,000	9.3%
Fringe	6,154,000	7,066,000	14.8%
Services	6,515,000	6,051,000	-7.1%
Fuel/Power	2,866,000	3,235,000	12.9%
Utilities	28,000	22,000	-21.4%
Parts	458,000	445,000	-2.8%
Other O&M	1,345,000	1,419,000	5.5%
Totals	**$29,271,000**	**$31,252,000**	**6.8%**

Special Services FTE Summary: 2022 Budget and 2023 Proposed Budget

Department	2022 Budget	2023 Budget	Change
Special Svcs Administration	26.0	33.0	7.0
Special Svcs Operations	142.0	137.0	(5.0)
Special Svcs Maintenance	35.0	35.0	-
Vanpool/Rideshare	11.0	11.0	-
Contracted Services	-	-	-
Totals	**214.0**	**216.0**	**2.0**

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 30,012	$ (100)	$ -	$ 16	$ 686	$ 295	$ 30,908	$ -	$ 344	$ 31,252

One-time expenses:
Vanpool GPS hardware and IT items: $0.1 million

Service Changes:
South SL County service adjustments $0.1 million

Other Increases:
Fuel Increases: $0.6 million
Parts Increases: $0.2 million
Other materials and services increases: $0.2 million
Transfer of Grants Team to Finance: -$0.7 million

2023 Additions:
Small Service adjustments: $0.3 million

Summary

- Added 2 FTEs
- Y-O-Y Budget Change $940,000
- Change to Base Budget $596,000
- 2023 Budget Additions $344,000

Light Rail Service Unit

Light Rail Total	Light Rail Administration $1,175,000 6.5 FTE	Light Rail Operations $20,036,000 206.0 FTE
$45,238,000 366.5 FTE	Light Rail Maintenance $19,905,000 117.0 FTE	Light Rail Sustainability $4,122,000 37.0 FTE

2023 Light Rail Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Light Rail Administration	$1,137,000	$1,175,000	$38,000
Light Rail Operations	18,810,000	20,036,000	1,226,000
Light Rail Maintenance	18,157,000	19,905,000	1,748,000
Light Rail Sustainability	3,926,000	4,122,000	196,000
Totals	**$42,031,000**	**$45,238,000**	**$3,207,000**

2023 Light Rail Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$23,237,000	$24,551,000	5.7%
Fringe	11,355,000	12,493,000	10.0%
Services	1,245,000	1,355,000	8.8%
Fuel/Power	74,000	121,000	63.5%
Utilities	64,000	53,000	-17.2%
Parts	11,469,000	12,337,000	7.6%
Other O&M	1,404,000	1,685,000	20.0%
Capitalized Costs	(6,818,000)	(7,357,000)	-
Totals	**$42,030,000**	**$45,238,000**	**7.6%**

Light Rail FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Light Rail Administration	6.5	6.5	-
Light Rail Operations	196.0	206.0	10.0
Light Rail Maintenance	116.0	117.0	1.0
Light Rail Sustainability	35.0	37.0	2.0
Totals	**353.5**	**366.5**	**13.0**

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 42,031	$ -	$ 5	$ 72	$ 1,116	$ 913	$ 44,136	$ -	$ 1,101	$ 45,238

Staffing Changes:
Impact of capitalized Rail Sustainability position transferred from Warehouse

Service Changes:
MLK Day Observation: $0.1 million

Other Increases:
Fuel Increases: $0.1 million
Parts Increases: $0.8 million

2023 Additions:
Trax Saturday Service: $0.8 million
Rail Sustainability hiring: $0.1 million
Additional parts usage: $0.2 million

Summary

- Added 13 FTEs
- Y-O-Y Budget Change $3,206,000
- Change to Base Budget $2,105,000
- 2023 Budget Additions $1,101,000

Commuter Rail Service Unit

Commuter Rail Total
$30,443,000
175.0 FTE

- Commuter Rail Administration
  $560,000
  3.0 FTE
- Commuter Rail Operations
  $9,955,000
  108.0 FTE
- Commuter Rail Maintenance
  $19,927,000
  64.0 FTE

2023 Commuter Rail Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Com. Rail Administration	$538,000	$560,000	$22,000
Com. Rail Operations	9,074,000	9,955,000	881,000
Com. Rail Maintenance	17,531,000	19,927,000	2,396,000
Totals	**$27,142,000**	**$30,443,000**	**$3,301,000**

2023 Commuter Rail Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$10,727,000	$11,170,000	4.1%
Fringe	4,922,000	5,568,000	13.1%
Services	809,000	466,000	-42.4%
Fuel/Power	6,704,000	9,265,000	38.2%
Utilities	31,000	305,000	883.9%
Parts	3,657,000	3,328,000	-9.0%
Other O&M	691,000	841,000	21.7%
Capitalized Costs	(400,000)	(500,000)	25.0%
Totals	**$27,142,000**	**$30,443,000**	**12.2%**

Commuter Rail FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Com. Rail Administration	3.0	3.0	-
Com. Rail Operations	108.0	108.0	-
Com. Rail Maintenance	64.0	64.0	-
Totals	**175.0**	**175.0**	**-**

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 27,142	$ -	$ -	$ 76	$ 536	$ 2,962	$ 30,716	$ -	$ (274)	$ 30,443

Service Changes:
MLK Day Observation: $0.1 million

2023 Changes:
Revamp parts and fuel estimates -$0.3 million

Other Increases:
Fuel Increases: $2.7 million
Parts Increases: $0.2 million
Other materials and services increases: $0.2 million

Summary

- No new FTEs
- Y-O-Y Budget Change $3,300,000
- Change to Base Budget $3,574,000
- 2023 Budget Additions ($ 274,000)

Maintenance Management Service Unit

Maintenance Mgmt Total	MOW Systems	Facilities
$42,555,000 225.0 FTE	$17,327,000 72.0 FTE	$17,196,000 91.0 FTE
	Support Maintenance $3,856,000 28.0 FTE	MOW - Infrastructure $4,176,000 34.0 FTE

2023 Maintenance Management Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Support Maintenance	$4,221,000	$3,856,000	($365,000)
Facilities	16,083,000	17,196,000	1,113,000
MOW - Systems	16,989,000	17,327,000	338,000
MOW - Infrastructure	3,660,000	4,176,000	516,000
Totals	**$40,954,000**	**$42,555,000**	**$1,601,000**

2023 Maintenance Management Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$15,470,000	$16,151,000	4.4%
Fringe	7,222,000	8,176,000	13.2%
Services	2,955,000	3,147,000	6.5%
Fuel/Power	6,943,000	7,132,000	2.7%
Utilities	4,961,000	4,433,000	-10.6%
Parts	1,908,000	1,594,000	-16.5%
Other O&M	1,700,000	2,028,000	19.3%
Capitalized Costs	(205,000)	(105,000)	-48.8%
Totals	**$40,954,000**	**$42,555,000**	**3.9%**

Maintenance Management FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Support Maintenance	28.0	28.0	-
Facilities	91.0	91.0	
MOW - Systems	72.0	72.0	-
MOW - Infrastructure	34.0	34.0	-
Totals	**225.0**	**225.0**	**-**

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 40,954	$ (15)	$ -	$ -	$ 788	$ 676	$ 42,403	$ -	$ 152	$ 42,555

One-time expenses:
Small one-time items

2023 Additions:
Increases contract svc expenses

Other Increases:
Fuel Increases: $0.1 million
Parts Increases: $0.1 million
Other materials and services increases: $0.5 million

Summary

- No new FTEs
- Y-O-Y Budget Change $1,601,000
- Change to Base Budget $1,449,000
- 2023 Budget Additions $ 152,000

Executive Director

Executive Director Total	Office of Executive Director	Safety & Security
$5,926,000	$731,000	$3,336,000
30.5 FTE	2.0 FTE	28.5 FTE
	Legal - Attorney General Office	
	$1,859,000	

The Executive Director's Office focuses internally on running the day-to-day functions of the organization. The Executive Director sets the annual strategies, initiatives and goals for the Agency and partners with each Executive Office to fulfill UTA's mission and vision.

UTA Executive Office provides the following to meet the needs of the Agency:

- Executive Director. Provides leadership and daily management to UTA's workforce.

In addition to the six chief offices, the Executive Director also oversees the following departments:

- *Safety & Security.* Focused on UTA safety and security practices and ensuring regulations are met.
- *Legal.* Works directly with our inhouse representation from the Attorney General's Office.

2023 Executive Director Operating Budget Expenses by Division

Department	2022 Budget	2023 Budget	Change
Executive Director	$754,000	$731,000	$(23,000)
Legal	1,859,000	1,859,000	0,000
Safety & Security	2,495,000	3,336,000	841,000
Total Division	$5,108,000	$5,926,000	$818,000

2023 Executive Director Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$1,809,000	$1,954,000	8.0%
Fringe	778,000	889,000	14.3%
Services	2,437,000	3,038,000	24.7%
Other O&M	247,000	264,000	6.9%
Capitalized Cost	(162,000)	(220,000)	35.8%
Total Group	$5,108,000	$5,926,000	16.0%

Also, under the purview of the Executive Director is the non-departmental cost center which has $1 million allocated in this budget to fund emerging/emergency needs.

	2022 Budget	2023 Budget	Change
Non-Departmental	$1,000,000	$1,000,000	0.0%

Executive Director FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Executive Director	2.00	2.00	-
Legal	0.00	0.00	-
Safety & Security	26.50	28.50	2.00
Totals	**28.50**	**30.50**	**2.00**

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 6,108	$ (1,124)	$ -	$ -	$ 172	$ 780	$ 5,936	$ 1,000	$ (11)	$ 6,926

One-time expenses:
Executive Director Contingency: $1.0 million
Marketing Consulting: $0.1 million

Other Increases:
Bus Video Consolidation: $0.7 million
Other Services/Supplies Increases: $0.1 million

2022 Carry Forward:
Executive Director Contingency: $1.0 million

2023 Changes:
Reductions in miscellaneous areas

Summary

- Added 2 FTEs
- Y-O-Y Budget Change $817,000
- Change to Base Budget $828,000
- 2023 Budget Additions ($ 11,000)

Communication

Office of Communication Total

$3,943,000
15.0 FTE

This new Office was created in 2022 and moved from the Executive Director's budget. The new Office will focus on enhancing UTA's digital media presence including social media and analytics, improving strategic communications, developing and implementing a UTA Brand strategy, and generally improving all UTA communications activities.

2023 Communication Operating Budget Expenses by Division

Department	2022 Budget	2023 Budget	Change
Office of Communication & Marketing	3,382,000	3,943,000	561,000
Total Division	$3,382,000	$3,943,000	$561,000

2023 Communication Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$1,111,000	$1,373,000	23.6%
Fringe	446,000	608,000	36.3%
Services	1,025,000	1,025,000	0.0%
Other O&M	800,000	937,000	17.1%
Total Group	$3,382,000	3,943,000	16.6%

2023 Communication FTE Summary:

Department	2022 Budget	2023 Budget	Change
Communications & Marketing	13.00	15.00	2.00
Totals	13.00	15.00	2.00

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 3,382	$ -	$ 210	$ -	$ 42	$ 100	$ 3,733	$ -	$ 210	$ 3,943

One-time expenses:
See Exec Dir

Staffing Changes:
New Chief Communications Officer

Other Increases:
Inflation adjustments for contract services and other items

2023 Additions:
Additional staffing costs/reorganization
New Executive start up expense

Summary

- Added 2 FTEs
- Y-O-Y Budget Change $561,000
- Change to Base Budget $351,000
- 2023 Budget Additions $210,000

Planning & Engagement

Planning & Engagement Total	Chief Planning & Engagement	Customer Experience
$18,657,000 80.2 FTE	$706,000 2.0 FTE	$461,000 3.0 FTE
	Community Engagement $1,483,000 9.5 FTE	Customer Service $3,355,000 46.7 FTE
	Innovative Mobility $9,193,000 3.0 FTE	Planning $3,459,000 16.0 FTE

This Office supports UTA's planning and community engagement efforts focused on customer service, customer experience and providing innovative mobility solutions.
UTA Planning & Engagement provides the following to make the UTA System work:

- *Planning*. The Planning Department's role is to ensure that UTA is prepared to meet the needs of the future. This includes working with local governments, regional and state agencies to anticipate future growth and development and find the right transit solutions to meet those needs.
- *Customer Service.* The Customer Service teams provide information about UTA services, receive and process customer feedback, provide rider information through the Gov Delivery system and social media outlets, sell UTA fare media and handle the lost and found items found on public transit. They are responsible to ensure that customers can maneuver throughout the service areas with confidence in UTA's service districts and service types.
- *Community Engagement.* This team serves as a trusted resource and a catalyst for effective partnerships with UTA's riders, key stakeholders, and community. Acts as a facilitator/access point for public hearings and community events/activities.
- *Customer Experience.* Evaluates UTA's system focused on the impact ease of the customer journey. Partners with service units to ensure consistency across the service area, optimizing customer experience.
- *Innovative Mobility.* Managers the On Demand program for UTA and identifies opportunities and tests new ideas that can improve transit service.

2023 Planning & Engagement Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Chief Planning & Engagement	$1,234,000	$706,000	($528,000)
Service Planning	1,077,000	1,099,000	22,000
Planning	1,710,000	2,360,000	650,000
Community Engagement	516,000	1,483,000	967,000
Customer Experience	430,000	461,000	31,000
Customer Service	3,186,000	3,355,000	169,000
Innovative Mobility	6,731,000	9,193,000	2,462,000
Totals	**$14,884,000**	**$18,657,000**	**$3,773,000**

2023 Planning & Engagement Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$4,227,000	$4,719,000	11.6%
Fringe	1,970,000	2,281,000	15.8%
Services	7,492,000	10,765,000	43.7%
Fuel/Power	159,000	315,000	98.1%
Utilities	13,000	25,000	92.3%
Other O&M	1,023,000	552,000	-46.0%
Totals	**$14,884,000**	**$18,657,000**	**25.3%**

Planning & Engagement FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Chief Planning & Engagement	3.0	2.0	(1.0)
Service Planning	7.5	8.5	1.0
Planning	7.0	7.5	0.5
Community Engagement	3.0	9.5	6.5
Customer Experience	3.0	3.0	-
Customer Service	46.7	46.7	-
Innovative Mobility	3.0	3.0	-
Totals	**73.2**	**80.2**	**7.0**

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 14,884	$ (1,143)	$ 190	$ 1,900	$ 292	$ 890	$ 17,013	$ 50	$ 1,594	$ 18,657

One-time expenses:
Other software related items: $0.1 million
Completed Studies: $0.2 million
Reduced Microtransit Service Contingencies: $0.4 million
Microtransit misc one-time expense: $0.3 million
Move of expense to capital programs: $0.1 million

Staffing Changes:
Move of Travel Trainers from Special Services: $0.2 million

Service Changes:
Microtransit Annualized Changes: $1.9 million

Other Increases:
Other materials and services increases: $0.5 million
Additional committed study expense: $0.4 million

2022 Carry Forward:
Finish Long Range Transit Plan: $0.1 million

2023 Additions:
Microtransit Service: $0.5 million
Transit Connection Program: $0.6 million CPE
Ridership survey $0.4 million
GoTeam Coordinator $0.1 million

Summary

- Added 7 FTEs
- Y-O-Y Budget Change $3,773,000
- Change to Base Budget $2,179,000
- 2023 Budget Additions $1,594,000

People

People Office Total		
$14,369,000 84.0 FTE	People Administration $4,400,000 9.0 FTE	Talent Acquisition $1,412,000 10.0 FTE
	HR & Labor Relations $623,000 5.0 FTE	Total Rewards $1,499,000 8.0 FTE
	Talent Development $1,046,000 7.0 FTE	Civil Rights $624,000 4.0 FTE
	Training & Dev $4,765,000 19.0 Admin FTE - 22.0 Trainee FTE	

The People Office is focused on providing service to our employees through the entire employee life cycle from recruitment to retirement and ensures UTA's employees and leaders have what they need to succeed at accomplishing the Agencies objectives and goals.
UTA People office provides the following to make the UTA System work:

- *Human Resources (HR) & Labor Relations:* From daily HR transactions to long-term talent goals, HR & Labor Relations collaborates with employees and leaders to fulfil the people portion of UTA's business strategies, using deliberate talent management and deployment.
- *Total Rewards:* Manages and administers employee programs such as health & wellness, retirement, and leave administration.
- *Talent Acquisition:* In partnership with hiring officials, the team analyzes current & future staffing needs and identifies effective strategies for sourcing, recruiting, and onboarding.
- *Talent Development:* An internal resource to UTA providing technical, professional, regulatory/compliance training and leadership development that support the UTA Way.
- *Compensation/Analytics:* Embedded within the People Office are also a Compensation Analyst and Strategic Analyst who focus on use data, best practices, and benchmarking to ensure UTA has competitive and fair pay practices and use data to continuously improve compensation practices and impact across the Agency.
- *Civil Rights:* Ensure UTA remains in compliance with all relevant civil rights laws, regulations, standards, and Executive Orders which prohibit discrimination or harassment of employees, applicants, or customers. This office also oversees UTA's ADA & DBE teams.

2023 People Office Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Chief People Officer	$1,950,000	$4,400,000	$2,450,000
Talent Acquisition	1,506,000	1,412,000	(94,000)
Talent Development	912,000	1,046,000	134,000
HR Services & Labor Relations	735,000	623,000	(112,000)
Training & Development	8,523,000	4,765,000	(3,758,000)
Civil Rights	602,000	624,000	22,000
Total Rewards	1,251,000	1,499,000	248,000
Totals	**$15,479,000**	**$14,369,000**	**($1,110,000)**

2023 People Office Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$5,286,000	$5,683,000	7.5%
Fringe	2,324,000	2,489,000	7.1%
Services	1,613,000	2,585,000	60.3%
Fuel/Power	3,000	4,000	33.3%
Utilities	26,000	20,000	-23.1%
Other O&M	6,228,000	3,590,000	-42.4%
Totals	**$15,479,000**	**$14,369,000**	**-7.2%**

People FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Chief People Officer	8.0	9.0	1.0
Talent Acquisition	9.0	10.0	1.0
Talent Development	5.0	7.0	2.0
HR Services & Labor Relations	6.0	5.0	(1.0)
Training & Development	45.0	41.0	(4.0)
Civil Rights	4.0	4.0	-
Total Rewards	7.0	8.0	1.0
Totals	**84.0**	**84.0**	-

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 15,479	$ (5,626)	$ 118	$ -	$ 340	$ 77	$ 10,387	$ 1,625	$ 2,357	$ 14,369

One-time expenses:
Apprenticeship program $4.6 million
Employee Engagement Transfer to Operations: $0.4 million
Other service and consulting: $0.6 million

Staffing Changes:
MOW Trainer: $0.1 million

Other Increases:
Other materials and services increases: $0.1 million

2022 Carry Forward:
Apprenticeship program: $1.5 million
Finishing 2022 Budgeted Contract services: $0.2 million

2023 Additions:
HR Director and Strategy 2.0 FTE: $0.3 million
Additional resources for Extra Board/Trainees: $0.3 million
Operational Contingencies: $1.8 million

Summary

- No new FTEs
- Y-O-Y Budget Change ($1,110,000)
- Change to Base Budget[8] ($3,467,000)
- 2023 Budget Additions $2,357,000

[8] Net one-time expense reduction associated with 2022 expenses for Apprenticeship Program and 2022 People Office Base Growth

Finance

Finance Total		
$17,195,000 123.5 FTE	Chief Financial Officer $595,000 2.0 FTE	Budget & Financial Strategy $516,000 4.0 FTE
	Supply Chain $5,337,000 54.0 FTE	Fares $3,547,000 30.0 FTE
	Accounting $2,067,000 17.5 FTE	Grant Mgmt $1,634,000 10.0 FTE
	Claims $3,500,000 6.0 FTE	

Finance ensures UTA practices efficient, sound financial and resource management practices and oversees financial controls necessary to support the enterprise. Finance plans, allocates, and manages UTA's financial resources, leads financial risk management/mitigation, audit management, revenue collection, corporate investments, financial contract relationships, and pension fund and debt management.

UTA Finance office provides the following to make the UTA System work:

- *Budget and Financial Strategy.* Responsible for financial analysis, forecasting and planning, budget development, management, and monitoring/reporting on budget execution.
- *Accounting*. Manages payroll operations, accounts payable, accounts receivable, and financial reporting. Accounting is also the owner of the Enterprise Resource Planning system (ERP) – the financial system of record for the agency.
- *Fares*. Responsible for fare policy development, fare reporting and analysis, program administration of contract fares and all activities related to public fares including fare revenue collections and operations. Responsible for repairing, maintaining, and keeping all fare collection machines in proper working order and a state of good repair.
- *Supply Chain*. Supply Chain manages procurement, contracting, inventory, warranty claims, shipping & receiving, central warehouse operations and production control processes in support of TRAX, FrontRunner, and all administrative functions.
- *Claims and Insurance*. Manages risk and exposure for the agency. The Department manages all UTA claims and insurance programs including property damage, workers compensation, Personal Injury Protection and oversees capital development project insurance programs.
- *Grant Management.* The 2023 Operating Budget consolidates all grant functions at UTA in Finance. This includes the Program Grant section formerly housed in Service Development and the 5310

Mobility Management section formerly housed in Operations. Grant Strategy, Acquisition, Management and Administration is now consolidated in Finance.

2023 Finance Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
CFO	$549,000	$595,000	$46,000
Grant Management	741,000	1,634,000	893,000
Supply Chain	5,170,000	5,337,000	167,000
Claims & Insurance	3,292,000	3,500,000	208,000
Fares	3,327,000	3,547,000	(39,000)
Accounting	1,770,000	2,067,000	297,000
Budget	528,000	516,000	12,000
Totals	$15,376,000	$17,195,000	$1,819,000

2023 Finance Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$7,876,000	$8,623,000	9.5%
Fringe	3,672,000	4,111,000	12.0%
Services	871,000	1,045,000	20.0%
Insurance	2,500,000	2,792,000	11.7%
Other O&M	994,000	1,106,000	11.3%
Capitalized Expense	(537,000)	(482,000)	-10.2%
Totals	$15,376,000	$17,195,000	11.8%

Finance FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
CFO	2.00	2.00	-
Grant Management	7.00	10.00	3.00
Claims & Insurance	7.00	6.00	-1.00
Budget & Financial Strategy	4.00	4.00	0.00
Accounting	16.50	17.50	1.00
Supply Chain	54.0	54.0	-
Fares	30.0	30.00	-
Totals	120.45	123.45	3.00

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 14,636	$ (116)	$ (95)	$ -	$ 455	$ 952	$ 15,831	$ -	$ 1,364	$17,195

One-time expenses:
Procurement Software move to IT: $0.1 million

Staffing Changes:
Move of Paralegal to CES from Insure and Claims: $0.1 million decrease

Other Increases:
Other materials and services increases: $0.2 million
Transfer of Grants Team from Special Services: $0.8 million

2023 Additions:
New Grants Organization and transfers $0.9 million
Increased insurance premiums $0.2 million
Additional fares fees and expenses: $0.2 million
Financial reporting fees $0.1 million

Summary

- Added 3 FTEs
- Y-O-Y Budget Change $2,559,000
- Change to Base Budget $1,195,000
- 2023 Budget Additions $1,364,000

Service Development

Service Development Total $8,754,000 62.0 FTE	Service Development Office $490,000 2.0 FTE	Capital Development $2,002,000 15.8 FTE
	Capital Construction $2,370,000 16.5 FTE	Capital Proj Ctrls $2,089,000 17.0 FTE
	Real Estate and TOD $1,803,000 11.0 FTE	

This office oversees UTA's capital work focused on safety, state of good repair, regulatory and service expansion needs.

UTA Service Development provides the following to make the UTA System work

- *Capital Development.* Work to transition projects from the visioning and local planning provided by the Planning Department to the project implementation phase.
- *Capital Construction.* Responsible for project design, design review, and project construction management.
- *Capital Project Controls*. Provide support for all departments on project controls/reporting, asset management, and environmental issues.
- *Real Estate and Transit Oriented Development*. Facilitates the acquisition, lease, management, disposition, and development of all UTA real property. Responsible to protect UTA's real property while generating revenue and upholding UTA's principal objectives.

2023 Service Development Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
CSDO Office	$492,000	$490,000	$(2,000)
Capital Development	2,155,000	2,002,000	(153,000)
Capital Construction	2,255,000	2,370,000	115,000
Capital & Project Controls	1,346,000	2,089,000	743,000
Real Estate	1,535,000	1,803,000	268,000
Totals	$7,783,000	$8,754,000	$971,000

2023 Service Development Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$5,178,000	$5,676,000	9.6%
Fringe	2,294,000	2,651,000	15.6%
Services	1,742,000	1,557,000	-10.6%
Leases	162,000	312,000	92.6%
Capitalized Cost	(2,205,000)	(2,067,000)	-6.3%
Other O&M	612,000	625,000	2.1%
Totals	$7,783,000	$8,754,000	12.5%

Service Development FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
CSDO Office	2.00	2.00	-
Capital Development	18.00	15.80	-2.50
Capital Construction	14.00	16.50	2.50
Capital/Project Controls	13.00	17.00	4.00
Real Estate	9.00	11.00	2.00
Totals	56.00	62.00	6.00

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 7,783	$ (63)	$ 72	$ -	$ 336	$ 128	$ 8,257	$ -	$ 497	$8,754

One-time expenses:
Move of software costs to IT: $0.1 million

Staffing Changes:
Non-Revenue Fleet Maintenance Specialist

Other Increases:
Other materials and services increases: $0.1 million

2023 Additions:
Real Estate Mgr: $0.2 million
Non-Rev Fleet efforts: $0.3 million

Summary

- Added 6 FTEs
- Y-O-Y Budget Change $971,000
- Change to Base Budget $474,000
- 2023 Budget Additions $497,000

Enterprise Strategy

Enterprise Strategy Total

$24,822,000
122.0 FTE

Enterprise Strategy Admin
$2,818,000
19.0 FTE

Operations Analysis
$2,854,000
25.5 FTE

Information Technology
$19,150,000
77.5 FTE

This Office brings together an Enterprise-wide view of UTA's critical systems that drive Agency performance. UTA Enterprise Strategy office provides the following to make the UTA System work:

- *Enterprise Strategy:* Administration includes the Chief Enterprise Strategy officer and the following:
  - *Culture & Continuous Improvement:* Oversees the design, development, and deployment of UTA's cultural initiatives, organizational development and implement continuous improvement tools and concepts which support and align with UTA's culture model- the UTA Way.
  - *Risk & Policy:* In 2022 an Enterprise Risk Program will be deployed to help UTA focus on managing and mitigating risk Agency wide. This office will also oversee our UTA Policies and Agency standard operating procedures and ensure support our long-term Agency strategies and goals.
  - *Records Management:* Oversees UTA's records and ensures the Agency is following proper retention policies and responding to all GRAMA requests.
- *Information Technology:* Provides ongoing support for and improvements to applications, data network needs, telephone communication, on-board technologies, radio communication, passenger information, and administrative systems.
- *Operations Analysis & Solutions (OAS):* Focuses on two critical areas: Promoting a data-driven culture and improving client experience in using technology tools to meet day to day business needs.

2022 Enterprise Strategy Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Chief Enterprise Strategy	$1,734,000	$2,818,000	$1,084,000
Information Technology	18,001,000	19,150,000	1,149,000
Operations Analysis	2,790,000	2,854,000	64,000
Totals	$22,525,000	$24,822,000	$2,297,000

2023 Enterprise Strategy Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$9,663,000	$10,705,000	10.8%
Fringe	4,046,000	4,424,000	9.3%
Services	6,886,000	7,629,000	10.8%
Utilities	828,000	909,000	9.8%
Other O&M	1,103,000	1,155,000	4.7%
Totals	$22,525,000	$24,822,000	10.2%

Enterprise Strategy FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Chief Enterprise Strategy	12.00	19.00	7.00
Information Systems	77.50	77.50	-
Operations Analysis	25.50	25.50	-
Totals	115.00	122.00	7.00

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 22,525	$ (600)	$ 124	$ -	$ 514	$ 845	$ 23,408	$ 35	$ 1,379	$ 24,822

One-time expenses:
One-time Office 365 Implementation: $0.5 million

Staffing Changes:
Move of Paralegal in from Insurance and Claims: $0.1 million
Mid-year promotions and compensation changes

Other Increases:
Other materials and services increases: $0.8 million

2022 Carry Forward:
Overlap Business Analyst positions for transition

2023 Additions:
Data Governance: $0.5 million
Data Security: $0.2 million
WIN Program $0.6 million
Other adjustments: $0.1 million

Summary

- Added 7 FTEs
- Y-O-Y Budget Change $2,297,000
- Change to Base Budget $ 918,000
- 2023 Budget Additions $1,379,000

UTA Board of Trustees

Board of Trustees Total	Board of Trustees Office	Government Relations
	$1,512,000	$810,000
	8.0 FTE	2.4 FTE
$3,146,000	Internal Audit	
14.4 FTE	$824,000	
	4.0 FTE	

The UTA Board of Trustees are appointed by the Governor to represent their respective counties. The Trustees work closely with legislators, local governments, stakeholders, and community members. They partner with the Executive Director in setting the vision and long-term priorities for the Agency.

The Board of Trustees Office provides the following to make the UTA System work:

- Board of Trustees. Provide leadership, fiscal oversight and support the Executive Director in the daily management of UTA's services.
- In addition to their external focus the Board of Trustees also oversees the following departments:
    - *Internal Audit.* The audit team plays a critical role in evaluating and improving UTA's system of governance, risk management, and controls. This is done primarily through execution of the annual internal audit plan, which is defined and approved by the Audit Committee.
    - *Government Relations.* Engages externally with elected officials at a federal, state, and local level to inform, advocate and influence public policy that impacts UTA. They also collaborate and coordinate with partners and advocates on all three of these levels to promote the best interests of the organization.

2023 Board of Trustees Operating Budget Expenses by Department

Department	2022 Budget	2023 Budget	Change
Internal Audit	$510,000	$824,000	$314,000
Government Relations	733,000	810,000	77,000
Board of Trustees	1,460,000	1,512,000	52,000
Totals	$2,703,000	$3,147,000	$443,000

2023 Board of Trustees Operating Budget Expenses by Category

Category	2022 Budget	2023 Budget	Change
Wages	$1,401,000	$1,533,000	9.4%
Fringe	563,000	661,000	17.4%
Services	514,000	719,000	39.9%
Other O&M	226,000	234,000	3.5%
Totals	$2,703,000	$3,147,000	16.5%

Board of Trustees FTE Summary: 2022 Budget and 2023 Budget

Department	2022 Budget	2023 Budget	Change
Board of Trustees	8.00	8.00	-
Government Relations	2.38	2.38	-
Internal Audit	3.00	4.00	1.00
Totals	13.38	14.38	1.00

Summary of budget changes:

		2022 Additions		2023 Adjustments		2023 Budget			
2022 Budget	2022 One-Time Expenses	Staffing	Service	Wage and Fringe	Other	2023 Base	2022 Carry Forward	2023 Additions	2023 Budget Request
$ 2,702	$ (25)	$ -	$ -	$ 78	$ 37	$ 2,793	$ -	$ 354	$ 3,147

One-time expenses:
APTA Hosting expenses: $25k

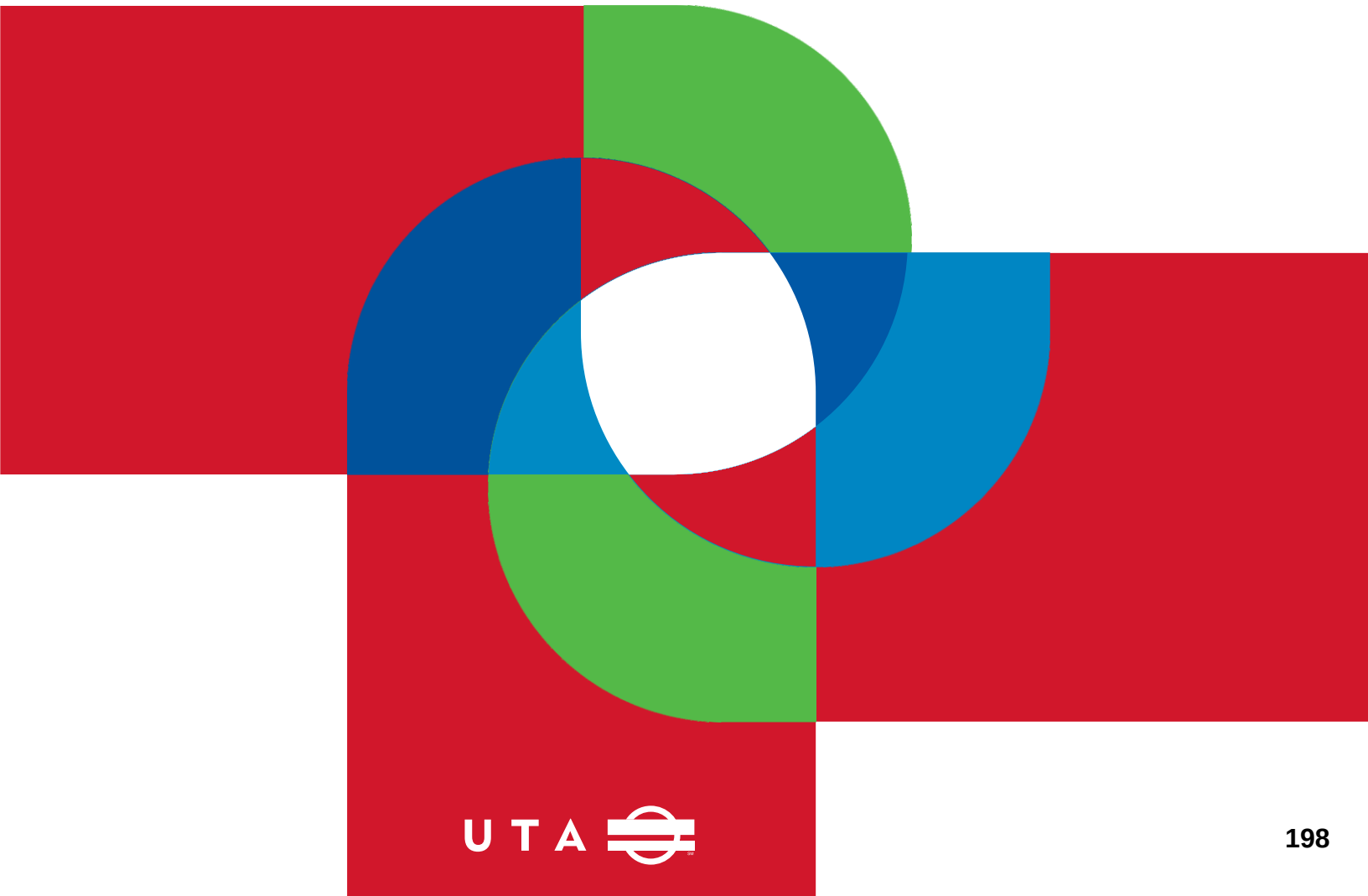
Other Increases:
Other materials and services increases: $37k

2023 Additions:
Internal Audit: External services $150k
Internal Audit: EEO Auditor $154k
Consulting/other expenses: $50k

Summary

- Added 1 FTE
- Y-O-Y Budget Change $445,000
- Change to Base Budget $ 91,000
- 2023 Budget Additions $354,000

Capital and Debt



2023 Capital Budget and 5-Year Plan

UTA's $1.3 billion 5-Year Capital Plan:

Funds State of Good Repair projects that are consistent with UTA's Transit Asset Management Plan and keep the system operating safely. Over $800 million of this $1.3 billion investment is targeted to asset management or safety and security. These high priority investments in UTA's existing infrastructure, equipment, and rolling stock allows the needed maintenance and replacement are programmed to occur at the optimal time to control costs and keep the system in a state of good repair.

Funds expansion projects that are consistent with the regional long-range plan and UTA's future service needs. UTA is continually looking to invest and upgrade/modernize the system including providing improved bus stops and end of line station additions. It also invests in UTA's facility infrastructure including completion of the Depot District bus maintenance facility, Mount Ogden Administration building expansion, Jordan River building remodel, and planning and concept development of alternatives for a new Central Headquarters building.

Includes unsecured funding for several projects. The Bipartisan Infrastructure Law passed in 2021 significantly increased federal transportation and transit funding. UTA has been active and has several large grants currently pending with FTA and plans to submit others as the Notice of Funding Opportunities (NOFO) are published. This 5-Year plan includes $200 million in unsecured federal grant funds and $60 million in unsecured local matching funds for these pending and anticipated opportunities. The plan also includes $65 million in secured UTA funding for these projects to demonstrate UTA's commitment/financial capacity to deliver these projects and enhance UTA's applications. The UTA funds will be reallocated/repurposed if the grant funds are not secured.

Leverages UTA funds with Federal, State, and Local partner funds to maximize resources and capacity. In fact, the funded element of this 5-year plan is roughly equal between UTA and non-UTA funds.

Additionally, this plan funds major capacity improvement projects including the Ogden-Weber Bus Rapid Transit Line or Ogden Express (OGX), the Mid-Valley Connector bus rapid transit project, and others. This budget also funds studies or provides seed money for projects across the system including:

- $1.9 million for the extension of the S-line Streetcar
- $3 million for an environmental study and preliminary engineering for the Point of the Mountain project
- $1 million for the 5600 West Transit Project
- $3.9 million for South Valley FrontRunner Extension
- $30.8 million in partner funds for various projects across the system

The 5-Year Capital Plan is fiscally constrained and focused on project delivery. The plan emphasizes the delivery of the capital projects and will focus on updating and standardizing processes and procedures to maximize available capital funds over the forecasted 5-year period. Regular reporting on schedule and budget will be done to ensure consistent project delivery, transparency, and accountability.

2023 Capital Budget Project Summary

Reporting Group	2023 Total Budget	2023 Grants	2023 State & Local	2023 UTA & Lease
5310 Projects	$8,832,000	$7,725,000	$1,059,000	$48,000
Capital Construction	31,099,000	22,320,000	3,117,000	5,662,000
Capital Development	87,623,000	25,354,000	21,410,000	40,859,000
Facilities- SGR	7,021,000	-	-	7,021,000
Information Technology	17,690,000	-	-	17,690,000
Infrastructure SGR Projects	51,309,000	37,081,000	200,000	14,028,000
Planning	4,127,000	1,514,000	169,000	2,444,000
Property/TOC	8,627,000	-	935,000	7,692,000
Revenue/Service Vehicles	92,249,000	26,706,000	3,957,000	61,586,000
Safety and Security	5,420,000	-	-	5,420,000
Contingency	5,000,000	-	-	5,000,000
Grand Total	**$318,997,000**	**$120,700,000**	**$30,847,000**	**$167,450,000**

2023 State of Good Repair Summary

Highlighted Projects	2023 Total Budget	2023 Grants	2023 State & Local	2023 UTA & Lease
Revenue/Service Vehicles	**$92,249,000**	**$26,706,000**	**$3,957,000**	**$61,586,000**
Replacement Buses	31,452,000	-	-	31,452,000
VW Battery Buses	22,030,000	13,008,000	2,500,000	6,522,000
Light Rail Vehicle Rehab	13,610,000	10,888,000	-	2,722,000
Park City Lo/No Grant	4,543,000	2,790,000	1,432,000	321,000
Commuter Rail Vehicle Procure	4,000,000	-	-	4,000,000
Paratransit Replacements	3,328,000	-	-	3,328,000
Commuter Rail Engine OH	3,035,000	-	-	3,035,000
Bus Engine/Trans/Comp	2,100,000	-	-	2,100,000
Light Rail Vehicle Replacement	2,000,000	-	-	2,000,000
Other	6,151,000	20,000	25,000	6,106,000
Infrastructure SGR Projects	**$51,309,000**	**$37,081,000**	**$200,000**	**$14,028,000**
Traction Power Rehab/Replace	15,332,000	12,265,000	-	3,067,000
Rail Rehab and Replacement	14,650,000	11,720,000	-	2,930,000
Train Control Rehab/Replacement	4,400,000	3,520,000	-	880,000
Fiber Rehab/Replacement	4,400,000	3,520,000	-	880,000
Light Rail Red Signal Enforcement	3,315,000	-	-	3,315,000
Rail Switches/Trackwork Controls	2,820,000	2,256,000	-	564,000
Grade Crossing Rehab/Replace	2,750,000	2,200,000	-	550,000
OCS Rehab/Replace	2,000,000	1,600,000	-	400,000
Other	1,642,000	-	200,000	1,442,000
Facilities- SGR	**$7,021,000**	**-**	**-**	**$7,021,000**
Grand Total	**$150,579,000**	**$63,787,000**	**$4,157,000**	**$82,635,000**

*All projects with a total 2023 budget under $2 million are listed under Other in their respective reporting Group

2023 Major Project Summary

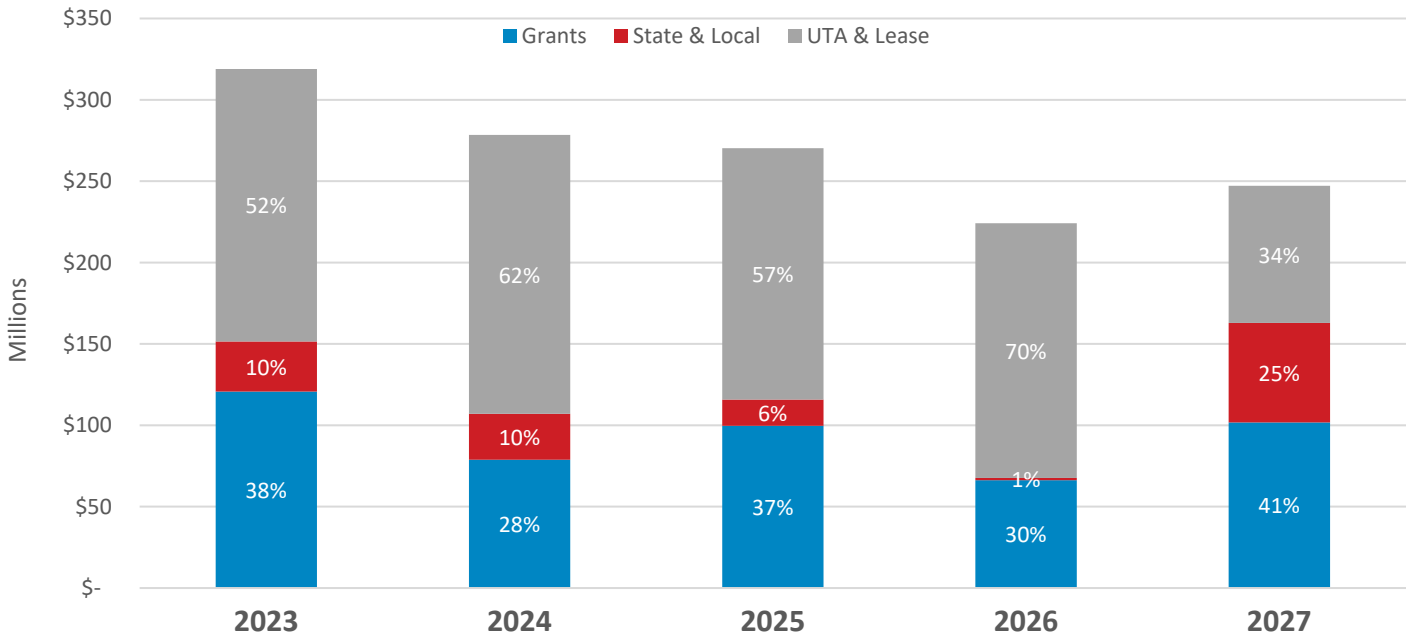
Non-SGR projects with a total 2023 budget $5 million and greater are listed below:

Highlighted Projects	2023 Total Budget	2023 Grants	2023 State & Local	2023 UTA & Lease
MSP253 Mid-Valley Connector	$15,001,000	$9,228,000	$5,773,000	-
Ogden/Weber State University BRT	14,785,000	13,625,000	-	1,160,000
Depot District	12,001,000	8,695,000	3,117,000	189,000
TIGER Program of Projects	10,460,000	4,464,000	1,477,000	4,519,000
Public Partnership Projects	10,000,000	-	-	10,000,000
Fares Systems Replacement Program	5,500,000	-	-	5,500,000
ROW & Facility Property Opportunity	5,000,000	-	-	5,000,000
HB322 Future Rail Car Purchase	5,000,000	-	-	5,000,000
Payment Capital Contingency	5,000,000	-	-	5,000,000
Grand Total	**$82,747,000**	**$36,012,000**	**$10,367,000**	**$36,368,000**

5-Year Plan: 2023-2027

Year	Total Budget	Pending Grants/ State/Local	Grants	State & Local	UTA & Lease
2023	$318,997,000	$4,771,000	$115,929,000	$30,847,000	$167,450,000
2024	278,469,000	16,483,000	62,345,000	28,252,000	171,389,000
2025	270,308,000	46,997,000	52,734,000	16,055,000	154,522,000
2026	224,203,000	48,195,000	18,030,000	1,400,000	156,578,000
2027	247,153,000	143,807,000	18,002,000	1,112,000	84,232,000
Total	**$1,339,130,000**	**$260,253,000**	**$267,040,000**	**$77,666,000**	**$734,171,000**

Capital Revenues



Capital Sources & Uses

Sources	2023	2024	2025	2026	2027	Total	%
UTA Local	$125,695	$119,188	$106,696	$99,834	$51,316	$502,729	38%
Lease	41,755	52,201	47,826	56,744	32,916	231,442	17%
Formula Funds	47,969	30,000	18,003	18,000	18,000	131,972	10%
Grants	72,731	48,828	81,728	48,225	83,809	335,321	25%
State	19,338	27,432	15,625	1,300	1,100	64,795	5%
Local Partner	11,509	820	430	100	12	12,871	1%
Other State/Local	-	-	-	-	60,000	60,000	4%
Grand Total (Thousands)	**$318,997**	**$278,469**	**$270,308**	**$224,203**	**$247,153**	**$1,339,130**	**100%**

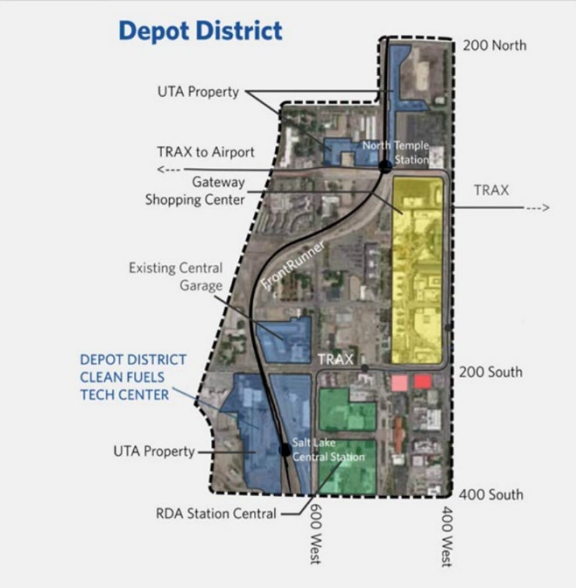
	Uses	2023	2024	2025	2026	2027	Total	%
Projects	Light Rail Vehicle Replacement	$2,000	$5,000	$16,000	$73,500	$143,500	$240,000	18%
	Replacement Buses	31,452	38,787	42,816	50,891	26,910	190,856	14%
	MSP253 Mid-Valley Connector	15,001	45,103	43,976	-	-	104,080	8%
	Light Rail Vehicle Rehab	13,610	10,662	9,000	8,000	8,000	49,272	4%
	Davis-SLC Community Connector	1,700	5,864	35,566	12,519	-	55,649	4%
Reporting Groups	Capital Development	70,922	52,246	40,347	14,575	14,375	192,465	14%
	Infrastructure SGR Projects	51,309	40,623	35,095	27,963	25,572	180,562	13%
	Revenue/Service Vehicles	45,187	23,461	14,119	13,273	12,868	108,908	8%
	Information Technology	17,690	25,483	15,036	8,764	2,023	68,996	5%
	Facilities- SGR	7,021	16,117	6,245	3,527	3,823	36,733	3%
	Capital Construction	31,099	2,050	1,000	500	-	34,649	3%
	Contingency	5,000	5,000	5,000	5,000	5,000	25,000	2%
	Safety and Security	5,420	2,823	2,817	2,793	2,912	16,765	1%
	Property/TOC	8,627	2,634	1,184	791	63	13,299	1%
	Planning	4,127	1,935	1,800	1,800	1,800	11,462	1%
	5310 Projects	8,832	681	307	307	307	10,434	1%
Grand Total (Thousands)		**$318,997**	**$278,469**	**$270,308**	**$224,203**	**$247,153**	**$1,339,130**	**100%**

Major Capital Projects

MSP102 Depot District

Approved Budget thru 2022: $ 83,000,000 **2023-2027 Budget Plan: $ 12,000,000**

Total Estimated Lifetime Budget: $95,000,000



Summary: This project will replace the 45-year-old Central Bus Garage, which is at the end of its useful life. Currently, 100 buses are maintained at the existing garage facility. The existing facility also cannot be expanded due to lack of available adjacent land. The lack of space makes it impossible for UTA to expand bus service, as there is no available room to store and maintain the necessary additional vehicles.

The new Depot District Clean Fuels Tech Center will provide UTA the bus storage and maintenance resources needed. It will initially be capable of storing and maintaining up to 150 buses expandable to 250 buses. The project includes a new bus maintenance shop, bus wash, administrative offices, and bus parking and canopies.

https://www.rideuta.com/Current-Projects/Depot-District-Clean-Fuels-Tech-Center

Phase	% Complete	Scheduled Completion
Planning	100%	
Environmental	100%	
Design	100%	
Procurement	100%	
Construction/Product Delivery	88.6%	5/12/2023
Closeout	0%	8/31/2023

SGR040 Light Rail Vehicle Rehab

2023-2027 Budget Plan: $ 49,272,000

This is an ongoing project

Summary: The project addresses the overhaul needs of the UTA's Light Rail Vehicle fleet and is an ongoing program. The project does not have a defined completion date until the vehicles are retired. This is an ongoing project to keep the LRVs operating in a state of good repair over their useful life and therefore, this project will be perpetually funded.

As part of the overhaul project, major vehicle components are removed and new components are placed back on the vehicles. This is for components like HVAC units, major vehicle systems, or vehicle interior features. In some cases, the removed components are rebuilt and used at a future time.

REV211 Replacement and Expansion Buses

2023-2027 Budget Plan: $ 190,856,000

Total Estimated Lifetime Budget: Ongoing

Summary: The ongoing program replaces the existing bus fleet and purchases new vehicles for service/system expansion. The expenditures referenced below represent only the 2022 program. The table on the following page details the revenue fleet replacement plan for the next five years and funding in the 5-year Capital Plan.

2022 procurements are:

11 – Electric Gillig buses: Delivered
20 – Diesel Gillig buses: Estimated delivery 11/2022.
22 – Electric Diesel buses: TBD due to supply chain issues

2023-2027 procurements are summarized on the next page.

Replacement Buses Project Details:

Replacement Year	EOL Age	Model Year Replacement	Total New Buses	Price Per Bus (Est)	Extended Cost	Year Total $
2023	14	2007	12	$ 650,638.15	$ 7,807,657.82	$ 30,480,352.58
2023	14	2009	25	$ 596,649.86	$ 14,916,246.56	
2023	14	2009	13	$ 596,649.86	$ 7,756,448.21	
2024	14	2010	36	$ 616,040.98	$ 22,177,475.38	$ 38,696,620.20
2024	12	2012	9	$ 616,040.98	$ 5,544,368.85	
2024	12	Expansion	10	$ 1,097,477.60	$ 10,974,775.98	
2025	18	2007	11	$ 636,062.31	$ 6,996,685.46	$ 42,725,359.73
2025	14	2011	27	$ 636,062.31	$ 17,173,682.50	
2025	14	2011	3	$ 636,062.31	$ 1,908,186.94	
2025	12	2013	24	$ 693,616.87	$ 16,646,804.82	
2026	14	2012	15	$ 1,169,972.85	$ 17,549,592.78	$ 50,800,064.92
2026	14	2012	15	$ 656,734.34	$ 9,851,015.10	
2026	12	Expansion	20	$ 1,169,972.85	$ 23,399,457.04	
2027	18	2009	5	$ 1,207,996.97	$ 6,039,984.85	$ 26,819,130.93
2027	14	2013	2	$ 1,207,996.97	$ 2,415,993.94	
2027	12	2015	23	$ 739,434.60	$ 17,006,995.73	
2027	14	2013	2	$ 678,078.21	$ 1,356,156.41	

REV238 Light Rail Vehicle Replacement

Approved Budget thru 2022: $0 **2023-2027 Budget Plan: $ 240,000,000**

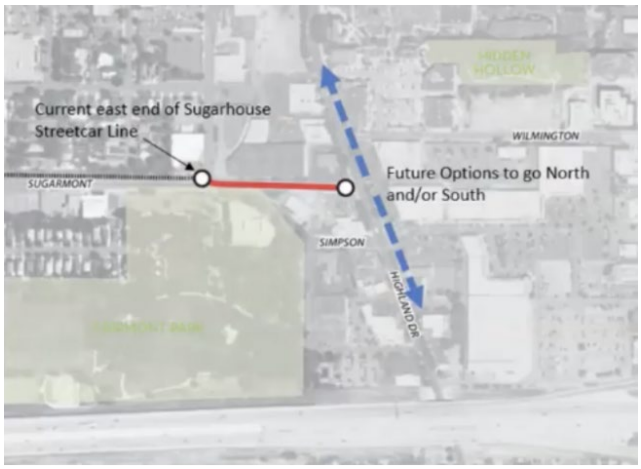
Total Estimated Lifetime Budget: $240,000,000

Summary: This project will replace 23 of the SD100 light rail vehicles and 17 of the SD160 Light Rail vehicles. This project is in the grant planning and acquisition phase. Currently, the Capital Construction team is supporting the grant application process. The federal Notice of Funding Opportunity (NOFO) is anticipated in Q1 2023.

Estimated project timeline is:
2022-2023: Grant planning and grant application
2023: Scope development, procurement and start negotiations
2024: Finalize negotiations and issue Notice to Proceed. Vendor starts engineering and pre-production.
2025: Start production
2026: Continue production
2027: LRV's arrive on site to commissioning. End of year, vehicles placed into service.

Phase	% Complete	Scheduled Completion
Planning	5%	April 2023 (pending grant approval)
Environmental	N/A	N/A
Design	0%	Specification development
Procurement	0%	Pending grant approval. If awarded in 2023, 12/2023.
Construction/Product Delivery	0%	Pending grant approval. If awarded in 2023, 12/2028.
Closeout	0%	Pending grant approval. If awarded in 2023, 12/2029.

SGR385 Rail Rehab & Replacement
2023-2027 Budget Plan: $ 30,150,000
Total Estimated Lifetime Budget: Ongoing Project



Summary: This project addresses the ongoing rehabilitation and replacement needs for the assets identified in the UTA Transit Asset Management Plan (TAM) to extend the useful life of rail infrastructure.

This project includes multiple SGR projects that are completed each year. Projects within this program include rail replacement, ballast and tie replacement, rail turnout replacement, grade crossing placement, transit facility heavy civil repairs, tamping and other project related to transit infrastructure. Numbers below represent the 2022 projects.

2023-2027 Program Details:

Rail Infrastructure

Year	Project Name	Rail Line	Mode	Funding Requested
2023	S-Curve	Red	Light Rail	$ 3,500,000
2023	5300/5400 Interlocking	Blue	Light Rail	
2023	Union Interlocking	Blue/Green	Light Rail	
2023	Freight Interlocking Curve Anchoring	Red	Light Rail	
2024	450 South Crossover	Red	Light Rail	$ 3,500,000
2024	Rice Interlocking	Red	Light Rail	
2024	Ballpark Interlocking and Paxton work	Blue	Light Rail	
2025	Yellowstone Interlocking	Blue	Light Rail	$ 4,000,000
2025	Cushing Interlocking	Blue	Light Rail	
2026	Beetdigger Interlocking	Blue	Light Rail	$ 4,000,000
2027	Health Interlocking	Red	Light Rail	$ 4,000,000
2027	Rice Interlocking	Red	Light Rail	

SGR397 Traction Power Rehab/Replacement

Approved Budget thru 2022: $ 15,855,000 **2023-2027 Budget Plan: $ 37,616,000**

Total Estimated Lifetime Budget: $53,471,000

Summary:

This project will upgrade the 19 original substations of the north/south and University Line. This is a design-build project with an estimated duration of five years.

The goal of this project is to extend the useful life of the traction power substations and improve revenue service reliability by:

- Replacing aging equipment nearing the end of its useful life
- Increasing power capacity of the system
- Adding remote monitoring capabilities to the substations

Phase	% Complete	Scheduled Completion
Planning	100%	Completed
Environmental	100%	Completed
Design	95%	April 2023
Procurement	11%	Dec 2022
Construction/Product Delivery	8%	3/14/2025
Testing & Revenue Service	4%	5/16/2025
Closeout	0%	8/12/2025

SGR403 Train Control Rehab – Replacement

2023-2027 Budget Plan: $ 34,035,000

Total Estimated Lifetime Budget: Ongoing Project

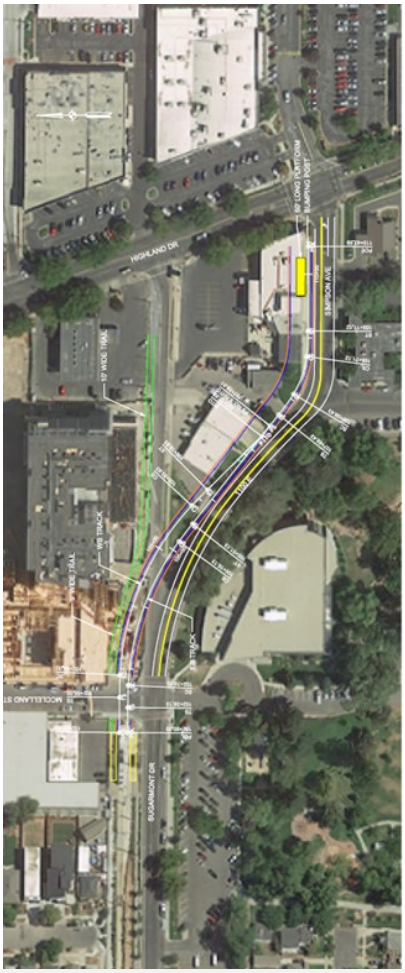
Summary: This project consists of several Train Control rehabilitation and modernization projects. These projects include safety upgrades, grade crossing timing modifications, remote time of day timer modernization, time synchronization for wayside devices, bar signal maintenance, powering up of interlockings, bi-directional signaling, Positive Train Control (PTC) upgrades, back-office control upgrades, elimination of obsolete equipment, and various other repair, troubleshooting, and modernization projects. This is an ongoing project.

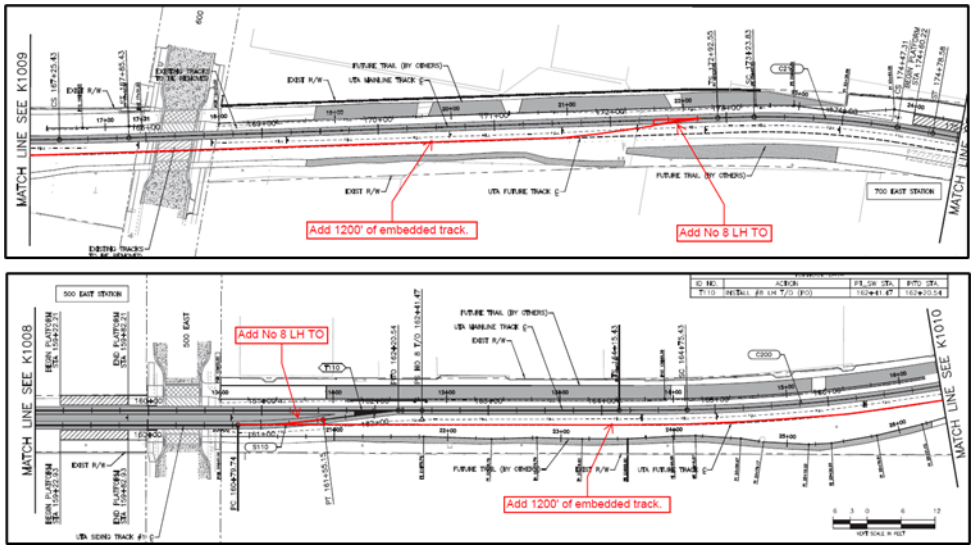
As part of the ongoing improvements completed under these system upgrades, UTA and its patrons will realize operational efficiencies that provide optimized service based on the design and technological capabilities of UTA's system.

MSP259 S-Line Expansion Project

Approved Budget thru 2022: $350,000 **2023-2027 Budget Plan: $11,650,000**

Total Estimated Lifetime Budget: $12,000,000





Summary: The project proposes to expand UTA's Streetcar S-Line from its existing eastern terminus at Sugarmont Drive and McClelland St to Highland Drive. In order to do this expansion project and keep the 15-minute service, UTA also needs to double track the S-line between 500 and 700 East. UTA has drafted an environmental document based on the Locally Preferred Alternative (LPA). UTA will procure a designer and construction contractor. The State has allocated $12 million in funding for this project and UTA and Salt Lake City are working to fund the gap.

https://www.rideuta.com/About-UTA/Current-Projects/S-Line-Extension-Project

Phase	% Complete	Scheduled Completion
Planning	100	Summer 2022
Environmental	75	Winter 2023
Design	10	Winter 2024
Procurement	0	Winter 2023
Construction/Product Delivery	0	Summer 2025
Testing & Revenue Service	0	Summer 2025
Closeout	0	Fall 2025

ICI222 Integrated System for Collecting Fares

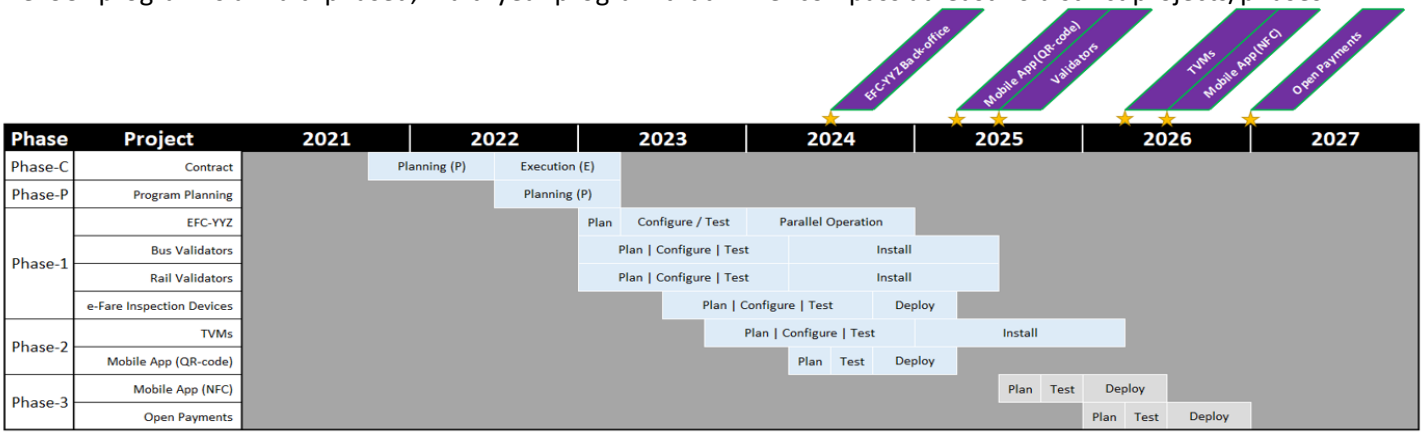
Approved Budget thru 2022: $ 100,000 **2023-2027 Budget Plan: $ 37,588,000**

Total Estimated Lifetime Budget: $37,688,000

Summary: Today, UTA's ticket vending machines, mobile ticketing app (GoRide), and Electronic Fare Collection (EFC) systems are separate, independent, standalone fare systems. Further, these systems have neared or exceeded their useful life. A replacement study commissioned by UTA and performed by the Clevor Consulting group resulted in recommendations for the new system. UTA intends to procure a new integrated, vendor-hosted, account-based, electronic fare collection (EFC) system. UTA will realize the following benefits with this new integrated fare system:

- Riders will be able to purchase and reload FAREPAY cards at the ticket vending machines on the rail platforms instead of having to go find a participating retail merchant location to purchase a card.
- Riders will be able to use their mobile smartphones as tokens to prepaid, reloadable, closed-loop, back-office accounts. This will eliminate the need for a mobile ticketing application (mobile tickets will phase out).
- The system will comply with PCI security standards and will support open payments. Riders will be able to use bank-issued cards to pay their fares.
- All end-of-life hardware devices will be replaced with new, supportable devices.
- The replacement of existing bus fareboxes is not in scope for this project.

The ISCF program is a multi-phased, multi-year program that will encompass at least 10 distinct projects/phases.



Phase	% Complete	Scheduled Completion
Planning	5%	Q2 2023
Environmental	N/A	N/A
Design	0%	TBD
Procurement	90%	We should have contract with selected fare system integrator ready for Board approval by Jan 2023.
Construction/Product Delivery	0%	TBD
Closeout	0%	TBD

MSP253 Mid-Valley Connector

Approved Budget thru 2022: $ 2,522,000 **2023-2027 Budget Plan: $ 104,080,000**

Total Estimated Lifetime Budget: $106,602,000

Summary: New Bus Rapid Transit (BRT) line connecting Murray Central Station, Salt Lake Community College, and West Valley Central Station. The project includes
1.4 miles of dedicated bus lanes, transit signal priority, and unique branding for vehicles and stations.

UTA has submitted a New Starts grant application with FTA and this project has received a medium-high rating by FTA. Funding decisions are expected early in 2023.

The project is 7 miles long and will operate as free fare for the first 5 years of service.

http://midvalleyconnector.com/

Phase	% Complete	Scheduled Completion
Environmental	100%	September 2022
Design	90%	December 2022
Procurement		Spring 2023
Construction/Product Delivery		End of 2025

MSP205 TIGER Program of Projects

Approved Budget thru 2022: $ 37,151,000 **2023-2027 Budget Plan: $ 13,269,000**

Total Estimated Lifetime Budget: $ 50,420,000

Summary: In July 2016, the U.S. Department of Transportation (USDOT) awarded the Utah Transit Authority a $20 million grant that will be used, along with local matching funds, to build active transportation projects connecting to the regional rail system.

UTA and more than 30 cities and counties, non-profit groups, and state and local organizations worked closely together to secure the Transportation Investment Generating Economic Recovery (TIGER) grant funding. The projects funded by this grant will benefit residents of more than two dozen cities in Weber, Davis, Salt Lake, Tooele, Utah, and Summit counties.

Phase	% Complete	Scheduled Completion
Planning	100	-
Environmental	100	-
Design	100	-
Procurement	95	4/1/2023
Construction/Product Delivery	70	11/31/2023
Closeout	85	11/31/2023

Project Partners

Partners in this effort include the Utah Department of Transportation (UDOT); Mountainland Association of Governments (MAG); Wasatch Front Regional Council (WFRC); Weber, Davis, Salt Lake, Tooele, Utah, and Summit counties and 26 cities. Additional support for this project came from non-profits, advocacy groups and state and local government organizations like Bike Utah, the Jordan River Commission, Parleys Rails, Trails, and Tunnels Coalition (PRATT), Weber Pathways, Utahns for Better Transportation, UCAIR, the Governor's Office of Economic Development, State of Utah Resource Coordinator, Utah Clean Cities, Weber, Davis and WFRC Active Transportation Committees, Utah Department of Health, Weber-Morgan Health Department, Utah Transit Riders Union, and GREENbike.

Projects (Remaining)

300 N. Pedestrian Bridge – Salt Lake City
Provo Pedestrian Bridge - Provo
UTA Amenities - UTA

https://www.rideuta.com/About-UTA/Current-Projects/TIGER-Grant-Project

MSP185 Ogden-WSU BRT / Weber Intermodal

Approved Budget thru 2022: $87,694,000 **2023-2027 Budget Plan: $ 14,785,000**

Total Estimated Lifetime Budget: $120,000,000

Summary: The Ogden-WSU BRT (Ogden Express – OGX) corridor is about 5.3 miles long, with a western terminus at the Ogden Intermodal Transit Center and eastern terminus at McKay-Dee Hospital. There will be 1.8 miles of exclusive BRT lanes and 22 level boarding stations. UTA has acquired 11 electric vehicles to operate the OGX BRT system. The current operational plan is to operate with 10-minute headways from 8:00 a.m. to 5:00 p.m. To accommodate the expanded bus fleet, the project also includes the expansion of the Mount Ogden Maintenance Facility which will be completed by December 2022. It is expected that this route will have around 8,000 riders per day . Currently the campus shuttle of the project is in operations when the university is in session. This shuttle runs from the Dee Center to Central Campus. The BRT project construction is anticipated to be completed in August of 2023.

https://www.rideuta.com/About-UTA/Current-Projects/Ogden-Express-OGX

Phase	% Complete	Scheduled Completion
Planning	100	
Environmental	100	
Design	100	
Procurement	100	
Construction/Product Delivery	70	09/01/2023
Closeout	0	12/30/2024

Measuring the State of Good Repair (SGR)

On July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP21) amended Federal transit law to require the Federal Transit Administration (FTA) to develop a rule establishing a national Transit Asset Management (TAM) System. FTA has defined transit asset management as a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through their entire life cycle.

Published in July 2016, the rule:

- Defines "State of Good Repair"
- Requires grantees to develop a Transit Asset Management (TAM) plan
- Establishes standard state of good repair performance measures
- Requires grantees to set state of good repair performance targets based on those measures
- Establishes annual reports requirements to the National Transit Database (NTD)
- Requires FTA to provide technical assistance

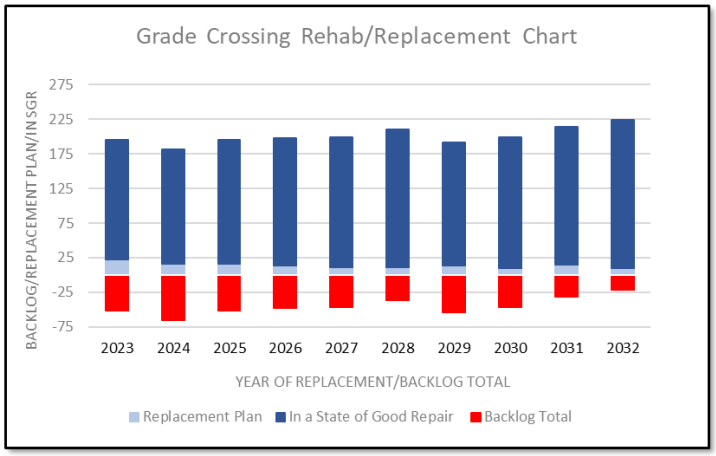
More specifically, the rule requires FTA grantees to develop asset management plans for their public transportation assets that should include vehicles, facilities, equipment, and support infrastructure.

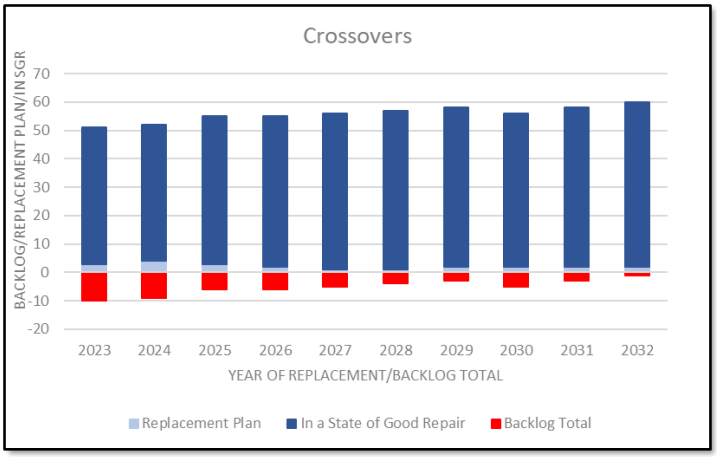
UTA staff participated in the development of TAM and contributed to the Transit Asset Management Systems Handbook[9]. Using the guiding principles and TAM framework, UTA implemented an integrated program of preventive maintenance, capital repairs, and asset replacement to achieve the lowest life cycle costs and keep the system in a state of good repair.

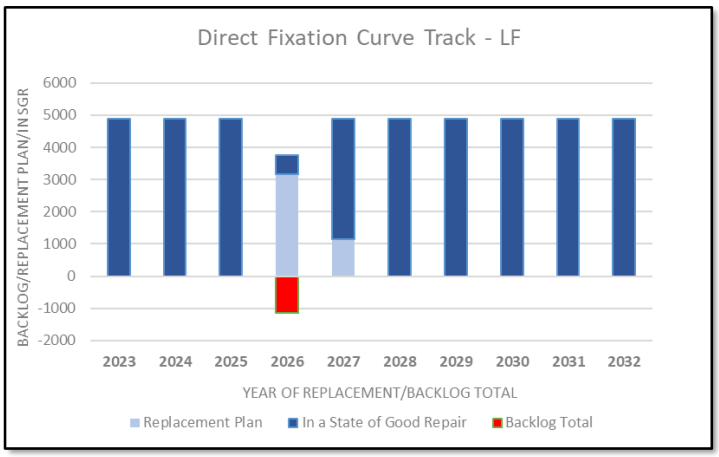
The metrics on the following pages provide information about the number of assets in each asset class, assets operating within their useful life by year, the annual workplan, and the effect of the annual work plan has on the number of assets operating in a state of good repair.

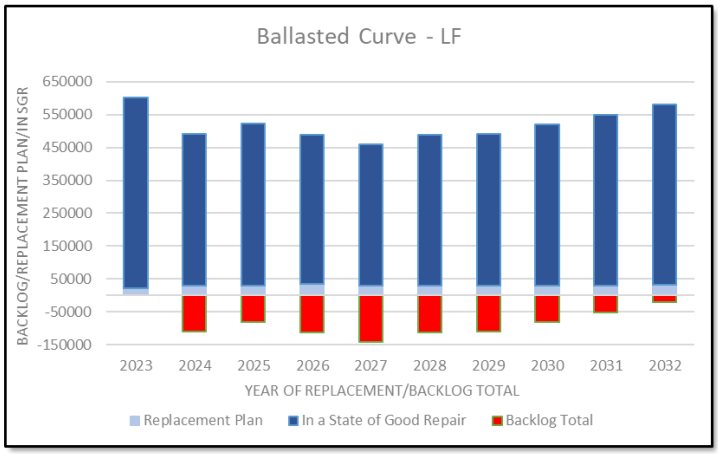
[9] Transit Asset Management Systems Handbook: Focusing on the Management of Our Transit Investments (dot.gov)

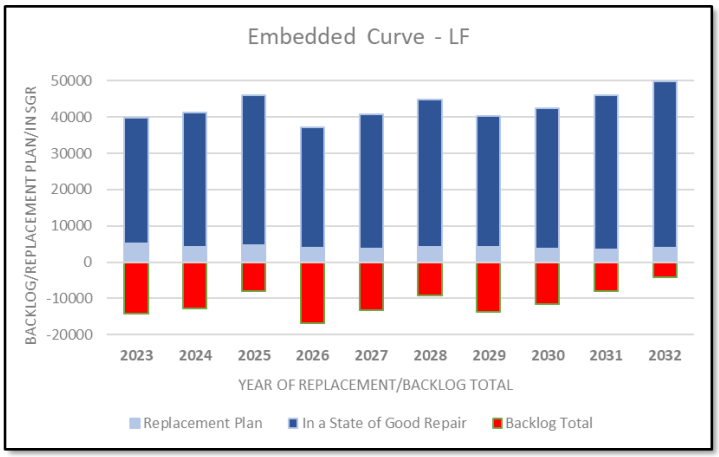
Track and Structures

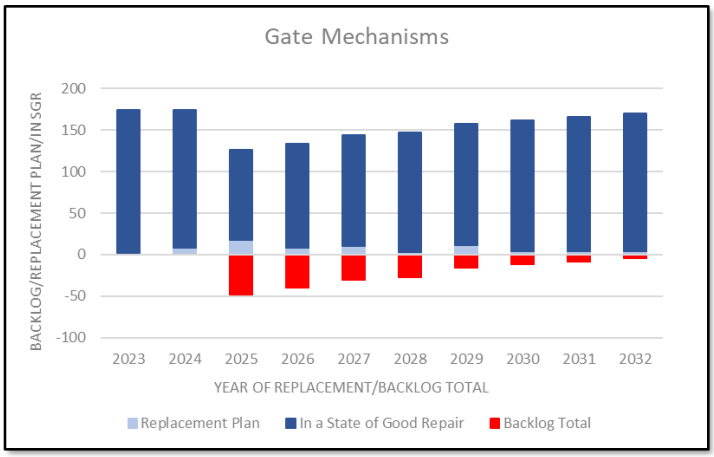




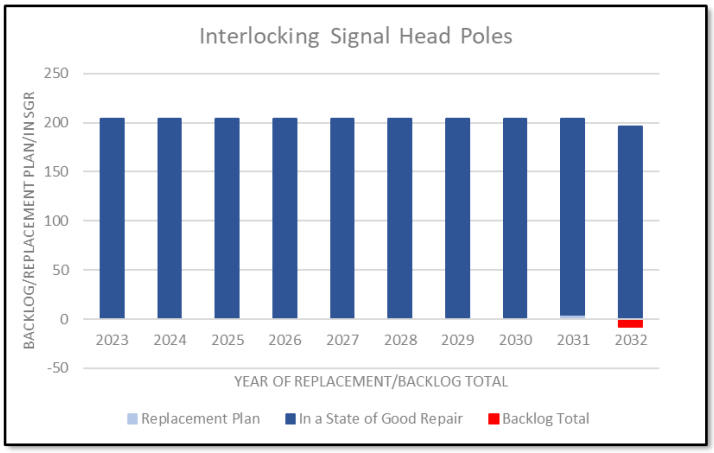


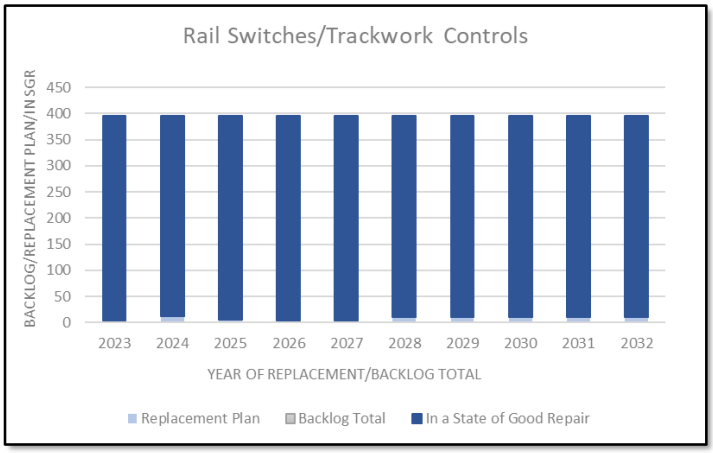


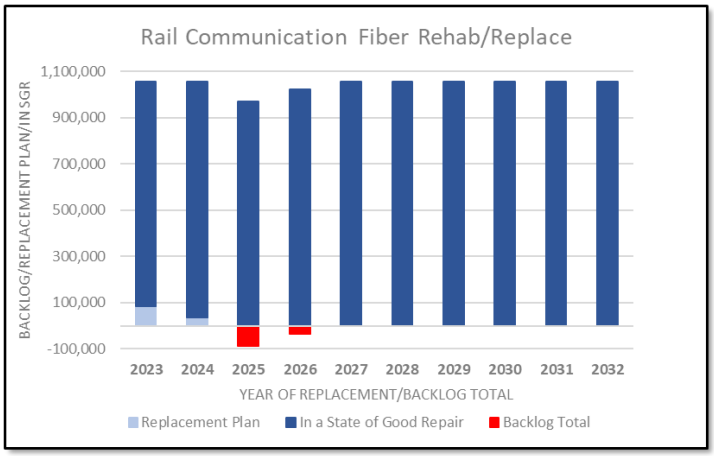




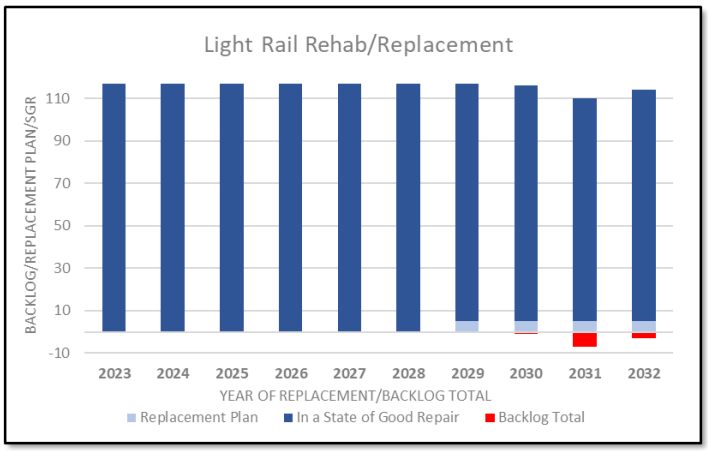
Track & Structures (Continued)

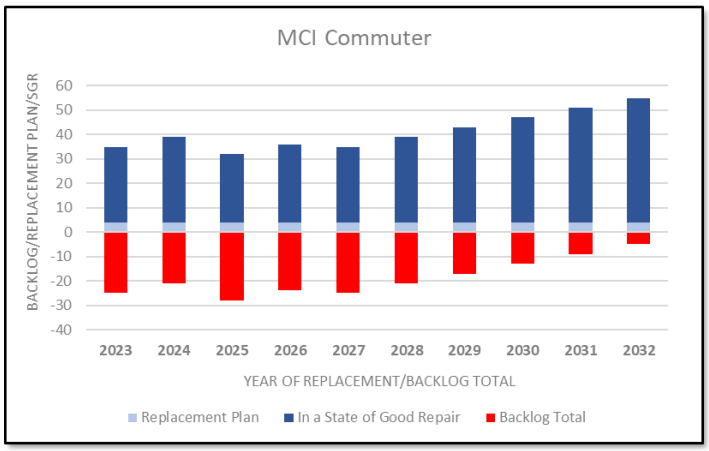


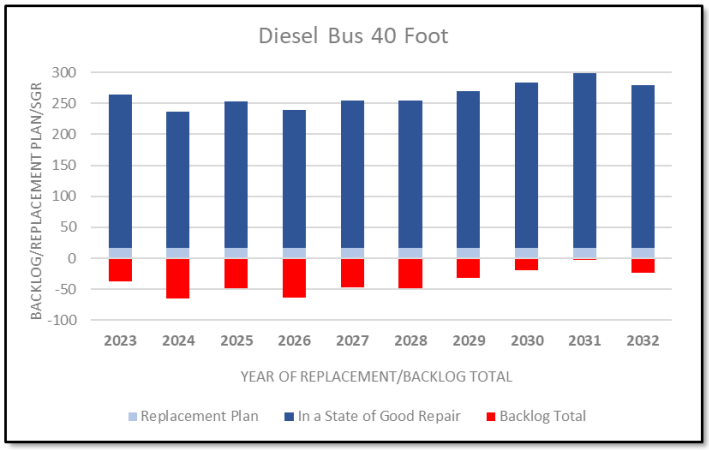


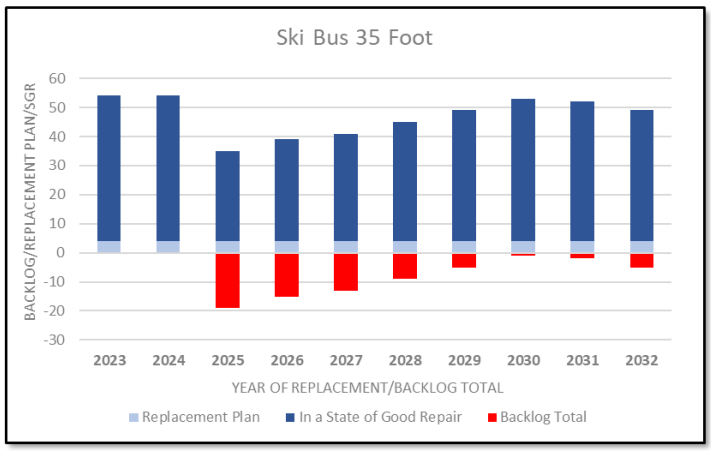


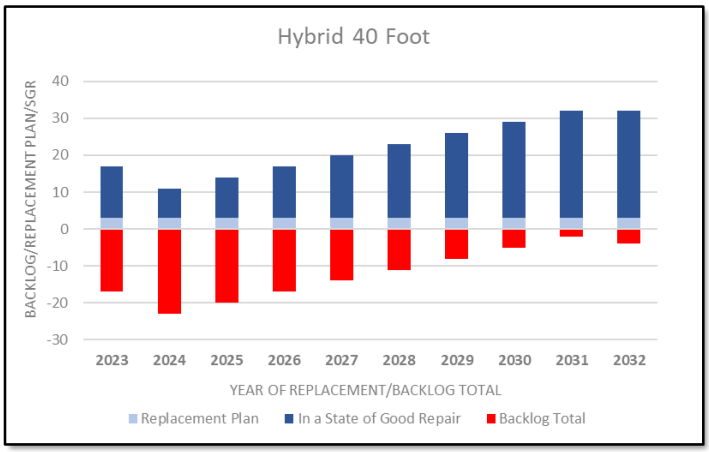
Revenue Fleet

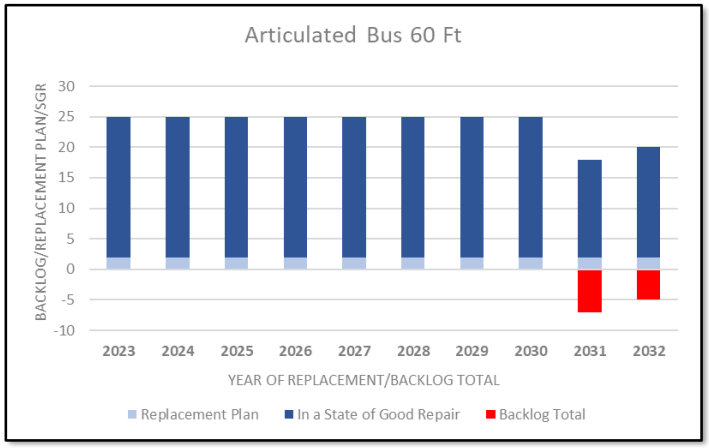




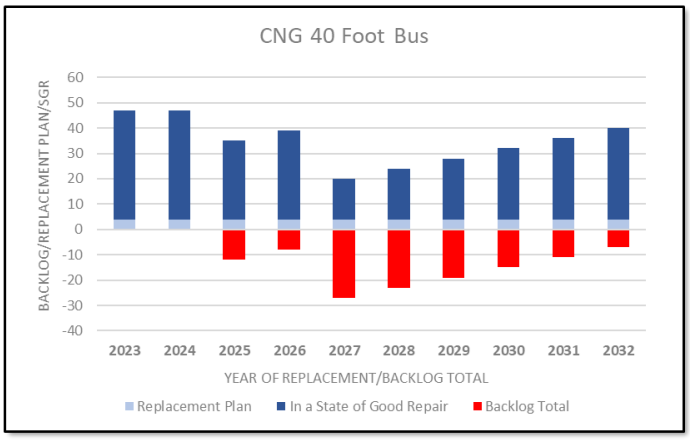


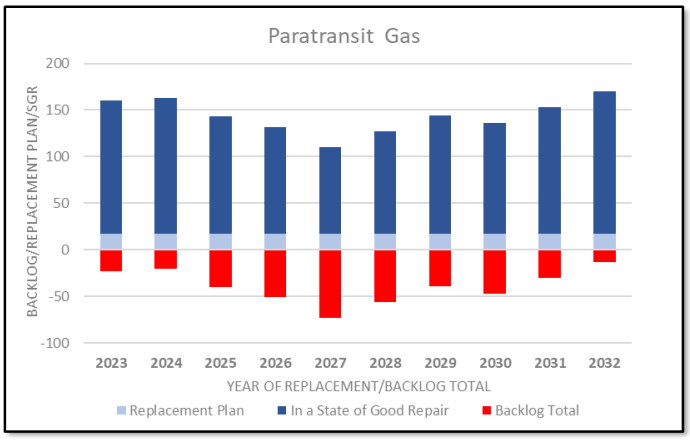


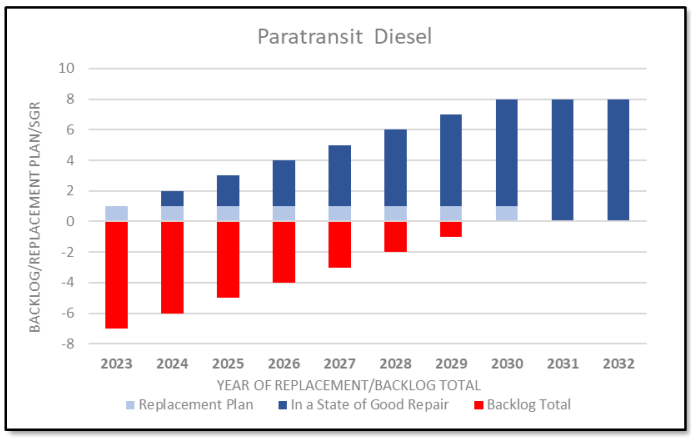


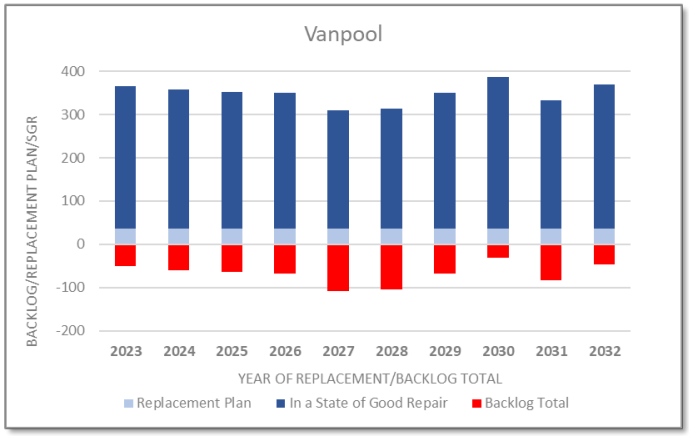


Revenue Fleet (Continued)

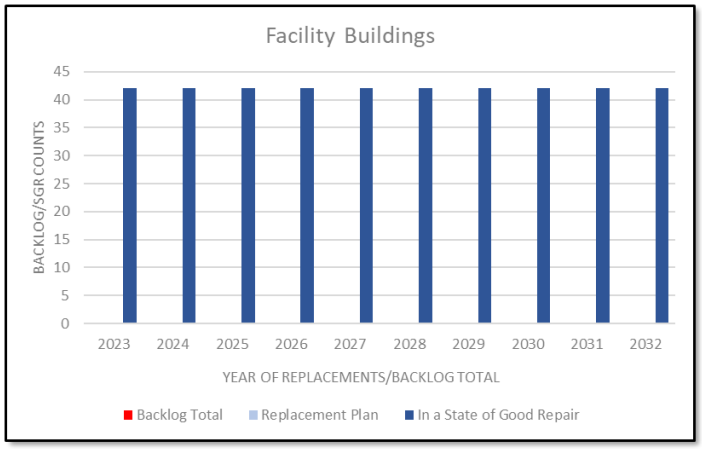


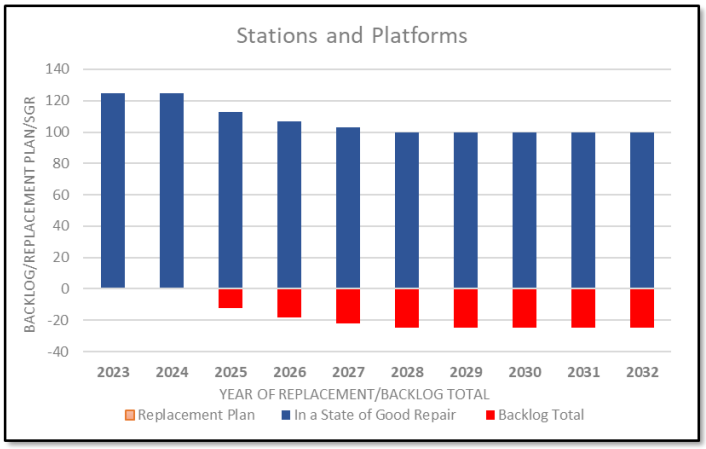


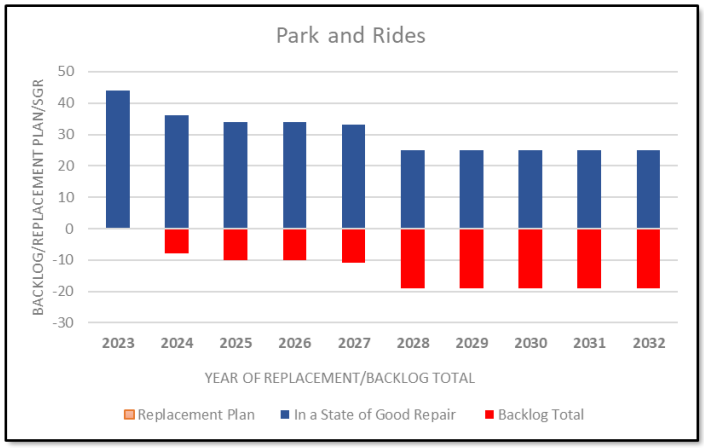


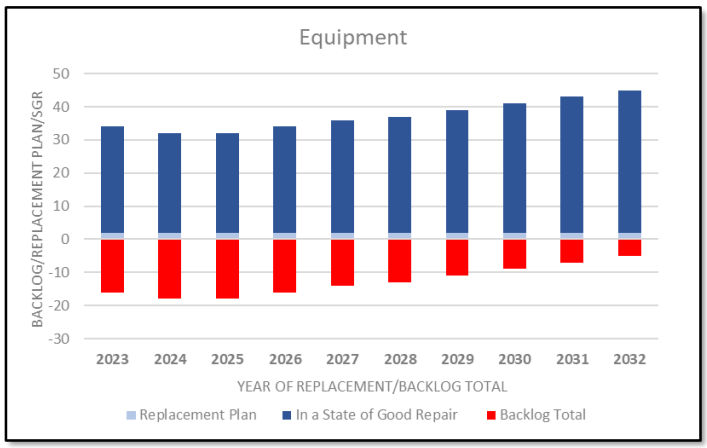


Facilities

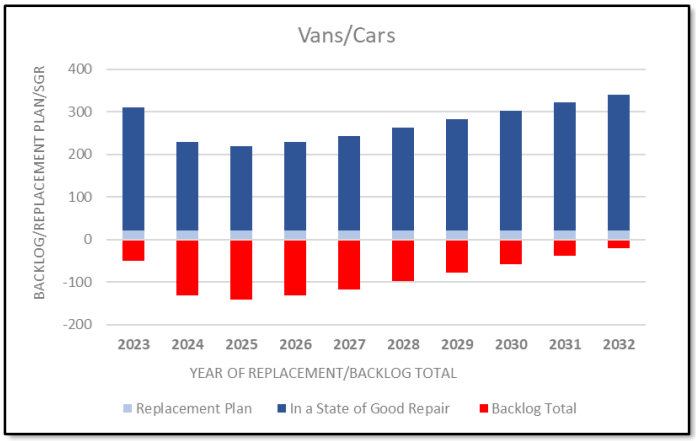

Facility Buildings
BACKLOG/SGR COUNTS
45
40
35
30
25
20
15
10
5
0
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
YEAR OF REPLACEMENTS/BACKLOG TOTAL
Backlog Total
Replacement Plan
In a State of Good Repair

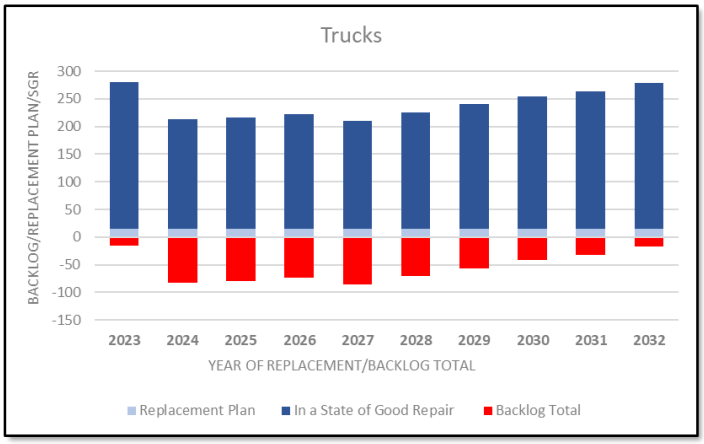

Stations and Platforms
BACKLOG/REPLACEMENT PLAN/SGR
140
120
100
80
60
40
20
0
-20
-40
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
YEAR OF REPLACEMENT/BACKLOG TOTAL
Replacement Plan
In a State of Good Repair
Backlog Total

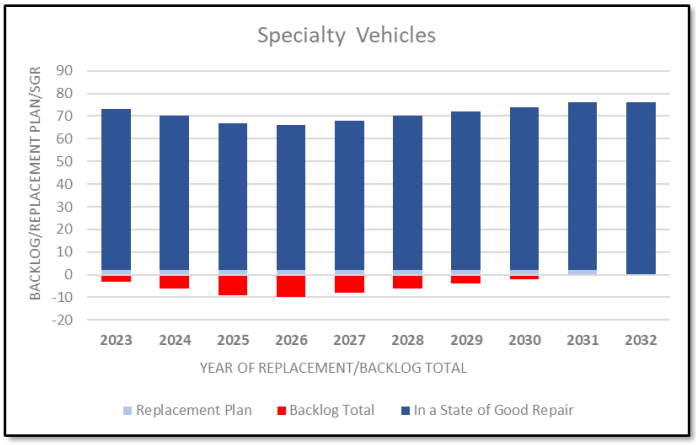

Park and Rides
BACKLOG/REPLACEMENT PLAN/SGR
50
40
30
20
10
0
-10
-20
-30
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
YEAR OF REPLACEMENT/BACKLOG TOTAL
Replacement Plan
In a State of Good Repair
Backlog Total


Equipment
BACKLOG/REPLACEMENT PLAN/SGR
50
40
30
20
10
0
-10
-20
-30
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
YEAR OF REPLACEMENT/BACKLOG TOTAL
Replacement Plan
In a State of Good Repair
Backlog Total

Non-Revenue Fleet







Debt

UTA does not uses short-term debt to bridge the gap between the timing of expenditures and the receipt of revenues or fund operating costs. The current 5-year Capital Plan does not forecast any additional bonds will being issued. All these bonds have been executed under the General Indenture of Trust created in 2002. See Debt Uses section below for details on the purpose served by each debt instrument.

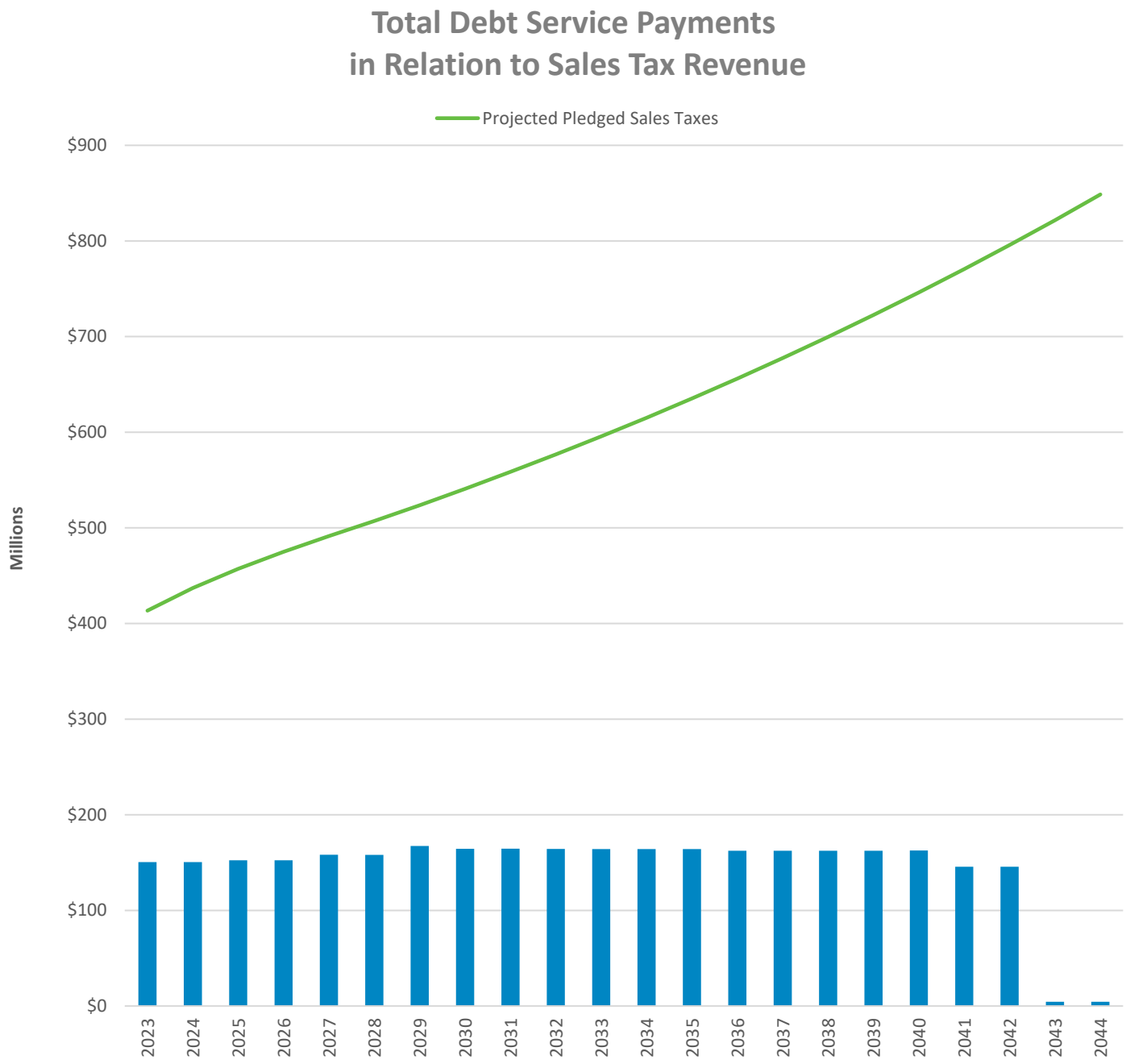
Capacity

If UTA issued General Obligation Bonds, according to Utah State law, the amount of debt issued by UTA cannot exceed 3% of the fair market valuation of property located within the regional transit authority's district. UTA does not issue General Obligation Bonds as a Transit District in the State of Utah. UTA issues Sales Tax Revenue Bonds, which Sales Tax Revenue Bonds do not have any statutory limits as to legal debt limitations. Sales Tax Revenue Bonds are constrained by UTA's ability to repay the principal and interest amounts annually with Sales Tax revenues. An important metric of UTA's financial health is the amount of pledged sales taxes annually in relation to the debt service due in the given year, or debt service coverage ratio.

Debt Service Coverage Ratio (DSCR)	Policy Minimum DSCR Requirements	Lowest DSCR Forecasted	Year of Lowest
Senior Lien	2.0x	3.97x	2023
Subordinate Lien	1.5x	4.94x	2040

UTA's net debt service coverage ratio would be at its lowest rate of 3.6 in 2023 and is projected to increase steadily over the life of the existing debt portfolio. Adherence to other minimum debt service coverage ratios specific to the lien are detailed on the table on the next page.

Year	Projected Sales Tax	Sr. Lien Debt Payments	Sr. Lien DSCR	Sub. Lien Debt Payments	Sub. Lien DSCR	Total Debt Payments	Total DSCR
2023	413,444,383	104,039,742	3.97	46,453,711	8.90	150,493,453	2.75
2024	437,134,746	104,045,687	4.20	46,446,219	9.41	150,491,906	2.90
2025	457,155,517	105,978,989	4.31	46,447,174	9.84	152,426,163	3.00
2026	474,984,582	105,981,667	4.48	46,451,771	10.23	152,433,438	3.12
2027	491,466,547	101,946,084	4.82	56,198,041	8.75	158,144,125	3.11
2028	507,144,330	101,941,964	4.97	56,188,017	9.03	158,129,981	3.21
2029	523,727,950	104,906,327	4.99	62,439,403	8.39	167,345,730	3.13
2030	540,853,854	102,048,307	5.30	62,415,895	8.67	164,464,202	3.29
2031	558,539,775	102,055,492	5.47	62,439,893	8.95	164,495,385	3.40
2032	576,804,025	101,802,153	5.67	62,439,607	9.24	164,241,760	3.51
2033	595,665,517	124,060,994	4.80	40,077,991	14.86	164,138,985	3.63
2034	615,143,779	124,064,926	4.96	40,080,199	15.35	164,145,125	3.75
2035	635,258,981	124,062,891	5.12	40,078,514	15.85	164,141,405	3.87
2036	656,031,949	127,429,814	5.15	34,962,723	18.76	162,392,537	4.04
2037	677,484,194	125,833,888	5.38	36,563,777	18.53	162,397,665	4.17
2038	699,637,927	123,415,219	5.67	38,980,308	17.95	162,395,527	4.31
2039	722,516,088	99,960,375	7.23	62,436,883	11.57	162,397,258	4.45
2040	746,142,364	11,657,724	64.00	150,946,856	4.94	162,604,580	4.59
2041	770,541,219	79,316,687	9.71	66,369,476	11.61	145,686,163	5.29
2042	795,737,917	122,206,633	6.51	23,475,140	33.90	145,681,773	5.46
2043	821,758,547	4,445,000	184.87			4,445,000	184.87
2044	848,630,051	4,439,300	191.16			4,439,300	191.16


Total Debt Service Payments
in Relation to Sales Tax Revenue
Projected Pledged Sales Taxes
Millions
$900
$800
$700
$600
$500
$400
$300
$200
$100
$0
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
2035
2036
2037
2038
2039
2040
2041
2042
2043
2044

UTA's 2023-2027 Transit Financial Plan (TFP) does not call for any financing needs, which is evident in the unrestricted cash balances available throughout the plan. Total projected sources and beginning cash balance is sufficient to fund total uses, reserve requirements and debt service for the period of 2023 to 2027.

Performance and ratings

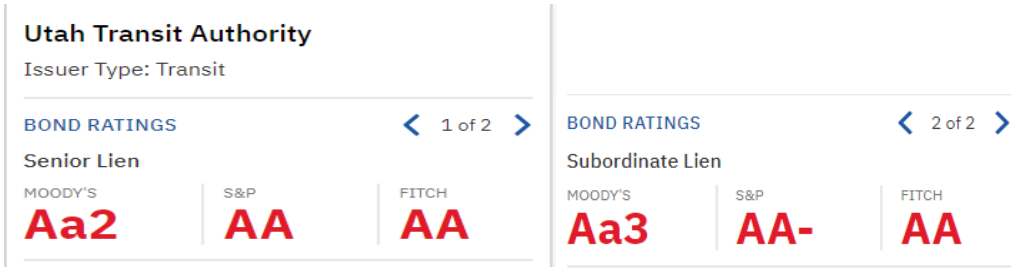
UTA's financing performance to date and in the future is evaluated by the agency's credit rating and adherence to debt service coverage ratios and other financial policies. The agency's current bond ratings are as follows:

Source: Zions Bank Financial Advisors

Effective date: November 2019	Standard &Poor's	Fitch	Moody's
Senior Lien Bonds			
Current rating	AA	AA-	Aa2
Outlook	Stable	Stable	Stable
Subordinate Lien Fixed Rate Bonds			
Current rating	A+	AA-	A1
Outlook	Stable	Stable	Stable

Source: Zions Bank Financial Advisors

Effective date: November 2019	Standard &Poor's	Fitch	Moody's
Senior Lien Bonds			
Current rating	AA	AA-	Aa2
Outlook	Stable	Stable	Stable
Subordinate Lien Fixed Rate Bonds			
Current rating	A+	AA-	A1
Outlook	Stable	Stable	Stable



Source: https://www.rideutainvestors.com/utah-transit-authority-bonds-ut/i2318

2023 Debt Service Detail

2023 Debt Service (000's)	Cash Basis	Full Accrual Basis
Principal on Bonds	$ 67,770	$ 69,093
Interest on Bonds	82,723	73,045
Interest Subsidy (Build America Bonds)	(8,889)	(8,889)
Premium/Discount Amortization		(7,322)
Refunding Gains/Losses Amortization		17,658
Accrued Interest on 2016 CAB		779
Net Interest Expense	73,834	75,271
Net Bond Principal and Interest	141,604	144,364
On-going Bond Sale Cost	79	79
Principal on 2016 Utah County Debt	1,595	1,595
Interest on 2016 Utah County Debt	1,780	1,780
Restricted Reserves for 2029 Principal		7,590
4th Quarter Cent in Utah County	3,375	10,965
Principal on Existing Leases	8,604	8,604
Interest on Existing Leases	1,413	1,413
Principal on 2022 Leases for $49.3M starting November 2022	3,689	3,689
Interest on 2022 Leases for $49.3M starting November 2022	2,117	2,117
Lease Principal & Interest on $46.8M in November 2023	437	437
Net Lease Principal and Interest	16,260	16,260
Total 2023 Debt Service	**$ 161,318**	**$ 171,668**

UTA continues to look for opportunities to refund bonds when possible, in the future.

Debt Uses

DEBT STRUCTURE OF UTAH TRANSIT AUTHORITY

The Authority has the following senior and subordinate sale tax revenue bonds outstanding as of January 1, 2022.

Series	Purpose	Original Principal Amount	Final Maturity Date	Current Principal Outstanding
Senior Debt (1):				
2021	Refunding (Taxable)	$ 431,625,000	December 15, 2036	$ 431,625,000
2020B	Refunding (Taxable)	74,750,000	December 15, 2039	74,750,000
2020	Refunding (Taxable)	216,650,000	December 15, 2038	207,280,000
2019B	Refunding (Taxable)	188,810,000	December 15, 2042	188,810,000
2019A	System projects	61,830,000	December 15, 2044	61,830,000
2018	System projects	83,765,000	December 15, 2036	82,265,000
2015A (2)	Refunding	668,655,000	June 15, 2025 (12)	78,855,000
2009B (3)	System projects/BABs	261,450,000	June 15, 2039	261,450,000
2008A (4)	System projects	700,000,000	June 15, 2023 (13)	48,410,000
2006C (5)	Refunding	134,650,000	June 15, 2032	90,825,000
2005A (5)	Refunding	20,630,000	June 15, 2022	1,915,000
Total outstanding principal amount of Senior Bonds				1,528,015,000
Subordinate Debt (6):				
2021	Refunding (Taxable)	16,220,000	December 15, 2037	16,220,000
2019	Refunding (a)	59,070,000	December 15, 2042	59,070,000
2018 (7)	Refunding	115,540,000	December 15, 2041	109,800,000
2016 (8)	Refunding	145,691,498	December 15, 2032	145,691,498
2015A (9)	Refunding	192,005,000	June 15, 2026 (14)	44,035,000
2010 (3)	System projects/BABs	200,000,000	June 15, 2040	200,000,000
2007A (10) (11)	Commuter rail/refund	261,124,109	June 15, 2035 (15)	115,895,000
Total outstanding principal amount of Subordinate Bonds				690,711,498
Total outstanding principal amount of Senior and Subordinate Bonds				$2,218,726,498

(1) Unless otherwise indicated herein, the Senior Bonds are rated "AA" (stable outlook) by Fitch Ratings Inc. ("Fitch"); "Aa2" (stable outlook) by Moody's Investors Service, Inc. ("Moody's"); and "AA" (positive outlook) by S&P Global Ratings ("S&P"); as of the date of this document.

(2) Principal portions of this bond were refunded by the 2020 Senior Bonds and the 2021 Senior Bonds.

(3) Issued as federally taxable Build America Bonds ("BABs").

(4) Principal portions of this bond were refunded by the 2015A Senior Bonds.

(5) These bonds are insured by Assured Guaranty Municipal Corporation ("AGM").

(6) Unless otherwise indicated herein, the Subordinate Bonds are rated "AA" (stable outlook) by Fitch; "Aa3" (stable outlook) by Moody's; and "AA-" (positive outlook) by S&P; as of the date of this document.

(7) The 2018 Subordinate Bonds maturing on December 15 of the years 2030, 2031, and 2033 through 2040 are insured by Build America Mutual Corporation ("BAM") and are rated "AA" (BAM insured; "AA-" (stable outlook) underlying) by S&P; as of the date of this document.

(8) Principal portions of this bond (in the original issue amount of $18,911,497.50) were issued as capital appreciation bonds.

(9) Principal portions of this bond were refunded by the 2019 Subordinate Bonds, the 2019B Senior Bonds and the 2021 Sub- ordinate Bonds.

(10) Principal portions of this bond were refunded by the 2015A Subordinate Bonds and the 2018 Subordinate Bonds.

(11) These bonds are insured by National Public Finance Guarantee Corp.

(12) Final maturity date after principal portions of these bonds were refunded by the 2021 Senior Bonds.

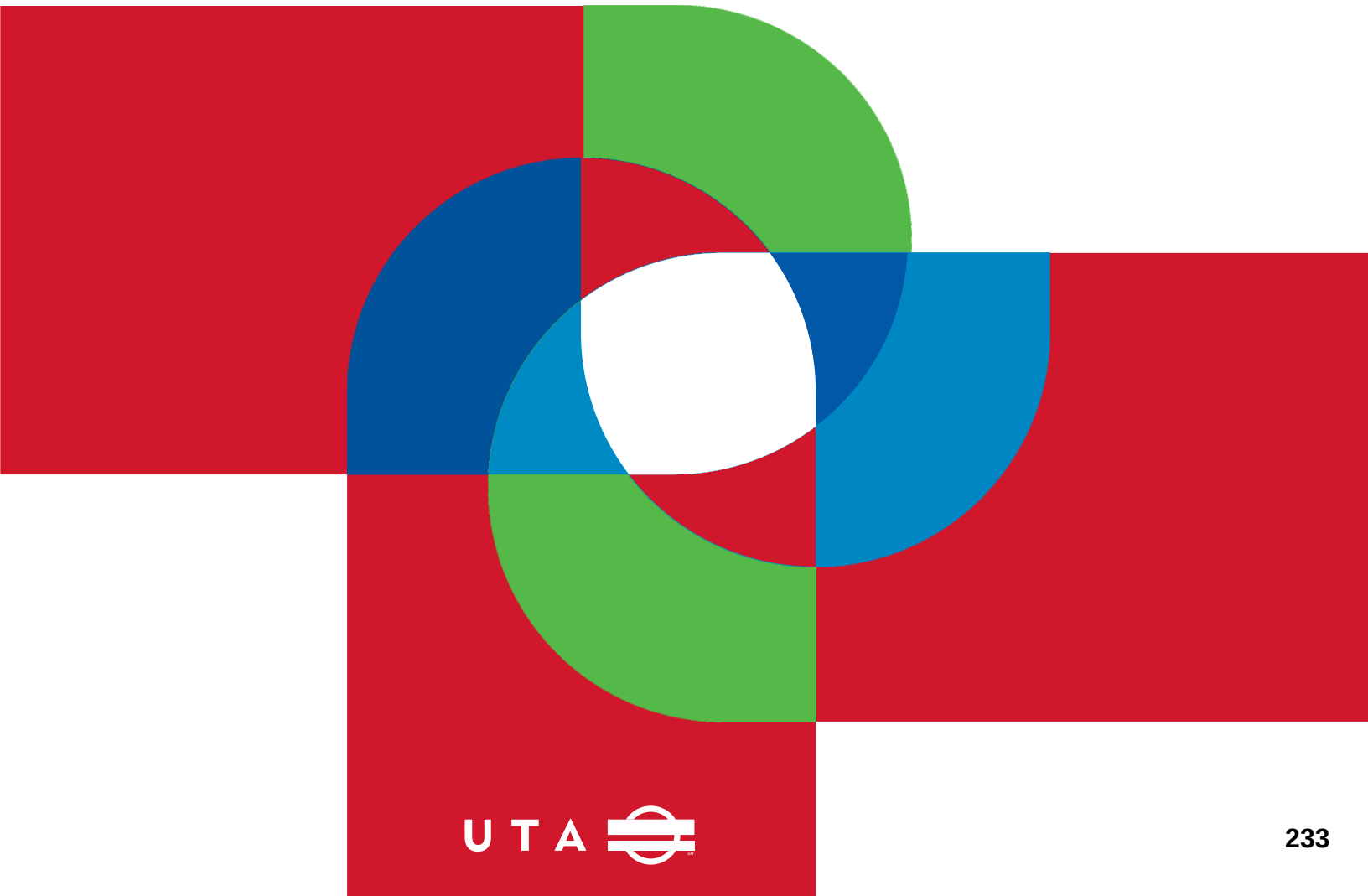
(13) Final maturity date after principal portions of these bonds were refunded by the 2015A Senior Bonds.

(14) Final maturity date after principal portions of these bonds were refunded by the 2021 Subordinate Bonds.

(15) Final maturity date after principal portions of these bonds (the capital appreciation bonds portion) was refunded by the 2015A Subordinate Bonds and the 2018 Subordinate Bonds.

(Source: Zions Public Finance, Inc.)

Financial Structure, Policy, and Process



Financial Structure

Accounting Method

UTA reports as a single enterprise fund and uses the accrual method of accounting. Under this method, revenues are recognized when they are earned, and expenses are recognized when they are incurred.

Department /Fund Relationship

Within the enterprise fund, UTA maintains two budgets – one for operations and one for capital. Within the operations budget, expenses are tracked by type of service mode (bus, light rail, commuter rail, paratransit, or rideshare/vanpool) as well as operations support, administrative, non-operating, and debt service. Departments within operations and operations support by type of service are:

Bus	Light Rail	Commuter Rail	Paratransit	Rideshare Vanpool
Mt. Ogden Operations	Light Rail Operations	Commuter Rail Operations	Paratransit Operations	Van Pools
Mt. Ogden Maintenance	Light Rail Maintenance	Commuter Rail Maintenance	Paratransit Maintenance	Rideshare Administration
Mt. Ogden Administration	Light Rail Jordan River Maintenance	Commuter Rail Administration	Special Service Administration	
Timpanogos Operations	Light Rail Administration	Maintenance of Way Systems		
Timpanogos Maintenance	Rail Fleet Sustainability	Maintenance of Way Infrastructure		
Timpanogos Administration	Maintenance of Way Systems			
Meadowbrook Operations	Maintenance of Way Infrastructure			
Meadowbrook Maintenance				
Meadowbrook Administration				
Central Maintenance				
Integrated Service Planning				
Transit Communications Center				

Departments within the operations support, and administrative classifications are provided on the following page.

Operations Support	Administrative
Support Maintenance	Product Development & Sales
Fleet Engineering	Fares
Asset Management - State of Good	Risk Management
Vehicle Disposal	Technology Security
Facilities	Communications & Deployment
Ticket Vending Machine Maintenance	Applications Support
Radio & Rail Communications	Application Development
Supply Chain - Purchasing	Network Support
Supply Chain - Warehousing	Quality Assurance
Farebox Service	Accounting
Fare Strategy & Operations	Finance
Customer Service	Intermodal Center - SLC
Public Safety	Intermodal Center - Ogden
Operations Analysis & Solutions	Budget & Financial Analysis
Data Quality & Ridership	Innovative Mobility Services
Safety & Security	Government Relations
Bus Communications	Public Relations & Marketing
Talent Development	Planning & Engagement
	Board of Trustees
	Total Rewards
	People Office
	Human Resources and Labor Relations
	Workforce Planning
	Operations Office
	Internal Audit
	Executive Director
	Legal
	Civil Rights
	Corporate Support
	Customer Experience
	Grant Management
	Enterprise Strategy
	Capital Projects & Development
	Planning
	Real Estate
	Service Development
	Grant Management

Within the capital budget, expenses are tracked by discrete projects, Safety & Security, State of Good Repair (capital maintenance to the transit infrastructure), and Information Technology. More detail about capital investments is provided in the Capital and Debt section.

Basis of Budgeting

Budgeting is based upon the accrual basis with these exceptions:

- UTA budgets capital expense rather than depreciation expense
- UTA does not budget for change in actuarial estimates for the pension
- In addition to bond interest expense, UTA budgets annual bond principal payments
- The annual budget excludes amortization of bond issuance premiums and discount

Financial Information and Policies

Basis of Accounting

The Authority reports as a single enterprise fund and uses the accrual method of accounting. Under this method, revenues are recognized when they are earned, and expenses are recognized when they are incurred.

Standards for Reporting Purposes

The financial statements of the Authority have been prepared in conformity with accounting principles generally accepted in the United States of America as prescribed by GASB.

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, deferred inflows of resources, and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts or revenues and expenses during the reporting period. Actual results could differ from those estimates.

Federal Planning Assistance and Preventive Maintenance Grants

Federal planning assistance grants received from the Federal Transit Administration (FTA) and preventive maintenance grants are recognized as revenue and receivable during the period in which the related expenses are incurred and eligibility requirements are met. The current reauthorizations act, Fix America's Surface Transportation (FAST), allows for the replacement and repair of aging infrastructure. Congress is engaged in negotiations on the next Transportation Act at the time this document was printed.

Federal Grants for Capital Expenses

The U.S. Department of Transportation, through contracts between the Authority and the FTA, provides federal funds of 35% to 93% of the cost of property and equipment acquired by the Authority through federal grants. Grant funds for capital expenses are earned and recorded as capital contribution revenue when the capital expenses are made, and eligibility requirements are met.

Contributions from Other Governments (Sales Tax)

As approved by the voters or county governing bodies, sales tax for transit is collected to provide the Authority with funds for mass transit purposes. Funds are utilized for operations and for the local share of capital expenses. Sales tax revenues are accrued as a revenue and receivable for the month in which the sales take place. The Authority does not have taxing authority in any jurisdiction; therefore, this revenue is considered a contribution from another government.

Approved Local Option Sales Tax:

Salt Lake County	0.7875%
Davis County	0.6500%
Weber County	0.6500%
Box Elder County	0.5500%
Utah County	0.6260%
Tooele County	0.4000%

Budgetary and Accounting Controls

The Authority's annual budgets are approved by the Board of Trustees, as provided for by law. Operating and non- operating revenues and expenses are budgeted on the accrual basis except for depreciation, pension actuarial expenses, bond principal payments, and amortization of bond issuance premiums and discounts. Capital expenses and grant reimbursements are budgeted on a project basis. Multi-year projects are approved in whole but are budgeted based on estimated annual expenses and revenues. A balanced budget is a spending plan where expenses are less than or equal to revenues.

The Authority adopts its annual budget in December of the preceding year.

UTA Board of Trustees Bylaws (Budget Related)

ARTICLE VII – CONDUCTING BUSINESS

Section 1 **Resolutions, Orders and Ordinance – Vote Recorded**

Each and every formal action by the Board and Advisory Council shall be taken by the passage of a resolution, order or ordinance by the Board or Advisory Council. Resolutions and ordinances shall be by roll call vote with each affirmative and negative vote recorded. Proposed resolutions and ordinances shall be forwarded to each Trustee and Member by electronic means at least twenty-four hours before the ordinance is presented for adoption. All resolutions and ordinances passed by the Board and Advisory Council shall be authenticated as soon as practicable after their passage by the signature of the applicable Chair and attested to by the Board Secretary or Advisory Council, Second Vice-Chair, and kept in the official records of the Authority. A record of meetings of the Board and Advisory Council shall be made and retained as provided by law.

Section 2 **Adoption and Amendment of Bylaws**

These Bylaws may be adopted and amended by an affirmative vote by a majority of the Board after consultation with the Advisory Council.

Section 3 **Fiscal Year**

The fiscal year of the Authority shall commence on January 1 and end December 31 of each calendar year.

Section 4 **Principal Place of Business**

The principal place of business for the Authority, and the location of all offices and departments, shall be determined from time to time by the Board. The Board Secretary shall publish the location of the principal place of business in the Government Entity Database maintained by the Division of Corporations of the State of Utah.

Section 5 **Budget**

The Authority shall prepare an annual budget for the consideration of the Board each year in compliance with applicable law. After analyzing the proposed budget and making any corrections or revisions that it may find necessary and consulting with the Advisory Council, the Board shall adopt a final annual budget prior to the end of each fiscal year.

Section 6 **Audit Reports**

A. Annual Audit - The Board shall cause an annual audit of the Authority's financial statements to be conducted in accordance with general accepted auditing standards following the end of each fiscal year and in compliance with the Act. The audit shall be performed by an independent certified public accounting firm selected by the Board. The auditor shall provide a signed auditor's opinion as to the fair presentation

of the financial position of the Authority and the results of Authority operations and changes in its financial position for the fiscal year ended. The audit shall be made available in compliance with the Act.

B. Other Audits – In consultation with the Advisory Council, the Board may cause audits other than the annual audit to be made, which shall be made available in compliance with the Act.

Utah's Provisions Applicable to All Local Districts

17B-1-702 Local District to Submit Budgets

Except as provided in paragraph (a), within 30 days after it is approved by the board, and at least 30 days before the board adopts a final budget, the board of each local district with an annual budget of $50,000 or more shall send a copy of its tentative budget and notice of the time and place for its budget hearing to 1) each of its constituent entities that has in writing requests a copy; and (2) to each of its customer agencies that has in writing requested a copy.

(a) Within 30 days after it is approved by the board, and at least 30 days before the board adopts a final budget, the board of trustees of a large public transit district as defined in Section 17B-2a-802 shall send a copy of its tentative budget and notice of the time and place for its budget hearing to 1) each of its constituent entities; 2) each of its customer agencies that has in writing requested a copy; 3) the governor; and 4) the Legislature.

The local district shall include with the tentative budget a signature sheet that includes 1) language that the constituent entity or customer agency received the tentative budget and has no objection to it; and 2) a place for the chairperson or other designee of the constituent entity or customer agency to sign.

Each constituent entity and each customer agency that receives the tentative budget shall review the tentative budget submitted by the district and either 1) sign the signature sheet and return it to the district; or 2) attend the budget hearing or other meeting scheduled by the district to discuss the objections to the proposed budget.

If any constituent entity or customer agency that received the tentative budget has not returned the signature sheet to the local district within 15 calendar days after the tentative budget was mailed, the local district shall send a written notice of the budget hearing to each constituent entity or customer agency that did not return a signature sheet and invite them to attend that hearing. If requested to do so by any constituent entity or customer agency, the local district shall schedule a meeting to discuss the budget with the constituent entities and customer agencies. At the budget hearing, the local district board shall 1) explain its budget and answer any questions about it; 2) specifically address any questions or objections raised by the constituent entity, customer agency, or those attending the meeting; and 3) seek to resolve the objections.

Nothing in this part prevents a local district board from approving or implementing a budget over any or all constituent entity's or customer agency's protest, objections, or failure to respond.

Utah's Provisions Applicable to All Local District 17-B-1-1102 Limitation on Bonds

A public transit district may not issue general obligations bonds if the issuance of the bonds will cause the outstanding principal amount of all of the district's general obligation bonds to exceed the amount that results from multiplying the fair market value of the taxable property within the district, as determined under Section 11-14-301(3)(b) by 3%. Bonds or other obligations of a public transit district that are not general obligation bonds are not included in this limit.

Board of Trustees Policy No. 2.1

Financial Management – Key Budget Provisions (~December 2022)

A. Reserves

1. The Authority will maintain the following reserves:
   a. General operating reserves, including the risk reserve, funded at a level equal to at least twelve percent (12%) of the Authority's budgeted operating expense, excluding non-operating expense, to be used as a working capital account throughout the year. The Treasurer will manage the use of the funds in the general operating reserve.
   b. Service stabilization reserve funded at a level equal to three percent (3%) of the Authority's budgeted operating expense, excluding nonoperating expense, to be used to avoid service reductions at such times as the Authority faces a revenue shortfall or cost overrun due to extraordinary circumstances. The Board of Trustees must give its prior approval before funds in the service stabilization reserve are used.
   c. Bond reserves funded at a level required by bond covenants to be used for the payment of debt service in the event that the Authority fails to make scheduled bond principal and interest payments. The Board of Trustees must give its prior approval before funds in the bond reserve are used.
   d. Capital replacement reserve to reach a level equal to one percent (1%) of the property, facilities, and equipment cost as reported in the comprehensive annual financial report to be used for capital repair or replacement costs due to extraordinary circumstances. The Board of Trustees must give its prior approval before funds in the capital replacement reserve are used.
   e. Self-insurance/catastrophic reserve established annually through the budget process to reflect claims outstanding from risk management and estimable and presumed liability on open legal cases through the attorney general's office. The amount in this reserve is reported to the Department of Public Safety annually. An element of the reserve will fund a catastrophic loss reserve for vanpool claims over existing insurance coverage. The funding of the catastrophic loss reserve may be funded by vanpool fees to mitigate large claims.
   f. Debt reduction reserve fund for the purpose of retiring outstanding bonds or long-term obligations, with advance approval by the Board of Trustees may be used to supplement the general operating reserve.

2. The Board of Trustees may establish other reserves and make additional contributions to existing reserves.
3. Reserve balances will be reported on the Authority's monthly financial statements.
4. Upon the use of any service stabilization, bond, or capital replacement reserves, or debt reduction reserve the Board of Trustees will, by resolution, establish a timeline for the full reimbursement of the reserves within 60 months after their first use and begin to restore reserves used no later than 24 months after their first use.

B. Long-term Financial Planning

1. The Executive Director will develop a long-term (5 years or longer) financial plan incorporating the Board of Trustees' strategic plan, identifying the Authority's long-term financial challenges and proposed solutions based upon reasonable projections of revenue and expense including operations and maintenance, reasonably anticipated new funding programs, capital expansion, maintenance of a state of good repair of existing assets, asset replacement, and debt issuance. The Executive Director will update the long-term financial plan three times a year.
2. The Board of Trustees will review the long-term financial plan annually and report it to the State Bonding Commission.

C. Budgeting

1. As provided for in the Authority's Bylaws, the Authority will prepare an annual budget and the Board of Trustees, after consultation with the Advisory Council, will approve the budget.
2. The Board of Trustees may amend or supplement the budget at any time after its adoption.
3. The Executive Director may make administrative adjustments to an adopted budget without Board of Trustee approval as long as those changes will not have a significant policy impact or affect budgeted year-end fund balances.

Capital

The Executive Director will develop a Five-Year Capital Plan to be approved by the Board of Trustees annually after consultation with the Local Advisory Council where they approve and recommended adoption by the Board of Trustees. The plan will be updated every year for inclusion in the annual budget process discussions and approvals. The Five-Year Capital Plan will be fiscally constrained and will maintain all assets at a state of good repair to protects the Authority's capital investment and minimize future maintenance and replacement costs.

Budget Process

This section describes the process for preparing, reviewing, and adopting the budget for the coming fiscal year. It also includes procedures for amending the budget after adoption and the process used in developing the capital budget. A budget calendar for the budgeted year 2023 is included at the end of this section.

Budget Process: The Executive Director and Chief Financial Officer, with the advice and counsel of the Board of Trustees and the Local Advisory Council, prepare a preliminary budget for the ensuing year including operation, maintenance, administration expenses, debt service, and capital expenditures.

Preparation of the annual budget is intertwined and coordinated with input from various updates from of the Agency's financial plan. There are four stages in the annual budget process:

1. Budget Planning
2. Establishing the Base Budget
3. Identification, prioritization, and selection of Budget Initiatives from Budget Planning phase or other processes for inclusion in the Tentative Budget
4. Preparation, and approval of Tentative and Final Budgets

The yearly process starts in the Spring with the Authority's Executive Team and staff assessing estimates for revenues, operating expenses, and capital projects. Budget priorities are discussed, and a preliminary five-year capital plan is developed. Beginning with the 2024 budget development process, annual budgets and the five-year capital plan will be developed to meet the objectives, goals, and implementation strategies containing in the new Strategic Plan scheduled for formal adoption by the Board of Trustees in 2023.

Budget Planning starts the Budget Development process. Budget Plans provide key information for UTA's decision-making process around resource allocation. They clearly articulate Office/Department objectives, business, or operating environment, change drivers, change initiatives, prioritization criteria and connection to the UTA Way and Strategic Framework. Budget Plans are an input to the budget outlook process and form the foundation for potential Budget Initiatives.

After a preliminary budget outlook is reviewed with the Board of Trustees, the Executive Director develops and distributes budget preparation instructions for Authority staff.

Changes in assumptions are incorporated into the 5-Year financial plan and a Base Operating Budget (Base Budget) for the upcoming year is calculated. One-time costs are eliminated, current year technical budget adjustments, mid-year service changes, and know labor cost changes, fuel and power cost change projections, and inflationary factors are applied to the current adopted budget to arrive at a Base Budget at the account code level for each Office. The Base Budget is then projected over the 5-year planning horizon and the agency

determines if the Base Budget is sustainable.

The next phase of the Budget Development process is the development of new Budget Initiatives. Budget Initiatives are informed by the Budget Planning process and emerging factors. This is the process to identify priority investments in the Operating program or, if the Base Budget is not sustainable, initiatives are identified to bring the financial plan back into balance. Budget Initiatives are reviewed and prioritized by the Executive Team for inclusion in the budget request.

A draft five-year capital plan is completed and reviewed with the Board of Trustees and the Local Advisory Council in September. The first year of the capital plan, which includes specific capital projects and the funding available through outside funding such as grants, local partners, state funding, and financing are included in the next year's capital budget.

In August each Chief Officer submits an operating budget which includes the Base Budget level and any approved Budget Initiatives. The Executive Team reviews the operating budgets and makes any adjustments it deems necessary. Preliminary budgets are reviewed with the Board of Trustees in September. Any modifications to the budget are completed by early October.

In late October or early November, the Executive Director presents the Tentative Budget to the Board of Trustees for their review and approval. Once the Tentative Budget is approved by the Board of Trustees, it is sent to the Governor's Office, State Legislature and Local Governments and a 30-day comment period, which includes a public hearing, is established. Input from the Local Advisory Council on the Tentative Budget is sought following Board approval.

In early December, the Executive prepares and presents the Final Budget to the Board of Trustees for its review and approval.

Adoption of Annual Budget: Before the first day of each fiscal year, the Board shall adopt the annual budget by a vote of a quorum of the total Board. If, for any reason, the Board has not adopted the annual budget on or before the first day of January of any fiscal year, the preliminary budget (Tentative Budget) for such year shall be in effect for such fiscal year until the annual budget is adopted.

Please refer to the 2023 UTA Budget Preparation Schedule at the end of this section.

Annual Budget Schedule:

Task	Completion Date
Budget Office Distributes Budget Memo	Apr. 22, 2022
Executive Team Reviews & Approves Base Targets	May 31, 2022
Executive Team Reviews and Approves Draft Tentative Budget	Aug. 2, 2022
Board Budget Work Sessions	Sep. 12 to Sep. 16, 2022
Board Reviews 2023 Tentative Budget	Oct. 12, 2022
Board approves 2023 Tentative Budget and November public hearing date	Oct. 26, 2022
Budget Review and Comment Period	Nov. 10 to Dec. 10, 2022
Local Advisory Council approves 5-Year Capital Plan and Consults on 2023 Ops. Budget	Nov. 2, 2022
2023 Budget Open House/Public Hearing	Nov. 10, 2022
Board of Trustees reviews public comments, LAC input, and 2023 final budget	Dec. 7, 2022
Final Public Engagement report (including comments received after 12/1) due to board office	Dec. 13, 2022
Board of Trustees considers approval of the 2023 Final Budget and 5-Year Capital Plan	Dec. 21, 2022
Staff submits Final Budget to State Auditor	Dec. 30, 2022
Staff prepares, prints, and distributes 2022 Budget Document to the Board of Trustees, Operating Departments and interested parties	Dec. 30, 2022

Community Profile

UTA's Service Area lies in the region commonly referred to as the Wasatch Front. The U.S. Census Bureau's 2020 estimated combined population of these six principal counties is 2.6 million, which represents approximately 79 percent of the State's total population. The service area population grew by 408,000 or 19 percent from 2010 to 2020.

Salt Lake County - Salt Lake County comprises an area of 764 square miles and accounts for approximately 46 percent of the population and approximately 57 percent of the private sector employment of the Service Area. The principal cities include Salt Lake City, West Valley City, and Sandy City. Salt Lake City is the capital and largest city in the State. Due to continuous economic and population growth, most of the cities in Salt Lake County have grown into a single large metropolitan area with Salt Lake City as its commercial center. The county's population increased approximately 15 percent from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, manufacturing, and professional, scientific, and technical services. For Fiscal Year 2022, approximately 60 percent of UTA total Sales and Use Taxes were collected within Salt Lake County boundaries[10].

Utah County - Utah County comprises an area of 1,998 square miles and accounts for approximately 25 percent of the population and approximately 22 percent of the private sector employment of the Service Area. The principal cities include the Provo City and Orem City. The county's population increased approximately 28 percent from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, education services and construction. For Fiscal Year 2021, approximately 19 percent of total UTA Sales and Use Taxes were collected within Utah County boundaries.

Davis County - Davis County comprises an area of 268 square miles and accounts for approximately 14% of the population and approximately 10 percent of the private sector employment of the Service Area. The principal cities include Bountiful, Clearfield, Clinton, Kaysville, Layton, and Syracuse. The county's population increased approximately 18 percent from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, manufacturing, and local government. For Fiscal Year 2022, approximately 10 percent of total UTA Sales and Use Taxes were collected within Davis County boundaries.

Weber County - Weber County comprises an area of 531 square miles and accounts for approximately 10 percent of the population and approximately eight percent of the private sector employment of the Service Area. The principal city is Ogden City. The county's population increased approximately 13 percent from 2010 to 2020. The largest employment sectors are manufacturing, health care and social assistance, retail

[10] Sales tax data reported though October 31, 2021.

trade and local government. For Fiscal Year 2022, approximately 8 percent of total UTA Sales and Use Taxes were collected within Weber County boundaries.

Tooele County - The portion of Tooele County served by UTA includes the cities of Tooele and Grantsville and some unincorporated areas. Tooele County comprises an area of 6,923 square miles (the second largest county in the State) and accounts for approximately three percent of the population and approximately one percent of the private sector employment of the Service Area. The principal cities include Tooele City and Grantsville City. The county's population increased approximately 25 percent from 2010 to 2020. The largest employment sectors are local government, retail trade and transportation and warehousing. For Fiscal Year 2021, approximately 0.9 percent of total Sales and UTA Use Taxes were collected within Tooele County boundaries.

Box Elder County - The portion of Box Elder County served by UTA includes the cities of Brigham, Perry and Willard and some unincorporated areas. Box Elder County comprises an area of 5,627 square miles (the fourth largest county in the State) and accounts for approximately two percent of the population and approximately two percent of the private sector employment of the Service Area. The principal city is Brigham City. The county's population increased approximately 15 percent from 2010 to 2020. The largest employment sectors are manufacturing, local government, retail trade, and health care and social assistance. For Fiscal Year 2021, approximately 0.6 percent of total UTA Sales and Use Taxes were collected within Box Elder County boundaries.

Glossary

Accounting System - Utah Transit Authority is a single enterprise that uses the accrual method of accounting. Under this method of accounting, revenues are recorded when earned and expenses are recorded as soon as they result in liabilities for benefits received.

Accrual Accounting - A basis of accounting in which revenues and expenditures are allocated to the year in which they are incurred, as opposed to when cash is received or spent.

ADA: The Americans with Disabilities Act (ADA) became law in 1990. The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else.

Alternative Fuels – Fuels other than traditional gasoline/diesel such as compressed natural gas (CNG), liquefied natural gas (LNG), hybrid electric, propane, biodiesel, electric, bio or soy fuel, and hydrogen.

ARPA – American Rescue Plan Act of 2021. Signed into law on March 11, 2021. To support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population. Eligible activities include operating and capital costs. UTA was allocated $167.8 million under the Act.

Articulated Bus - A bus, usually 55 feet or more in length with two connected passenger compartments, which bends at the connecting point when turning a corner.

Asset Maintenance: Refers to the departments and activities focused on maintaining assets currently owned by UTA.

ATU - Amalgamated Transit Union

Balanced Scorecard: The balanced scorecard is a strategic performance management tool, usually consisting of a semi-standard structured report that is used by managers to keep track of the execution of activities by the staff within their control and to monitor the consequences arising from these actions.

Bond - Long- or short-term debt issued by an Authority to help finance new acquisitions of property, facilities, and equipment.

BRT – Bus Rapid Transit - A bus system similar to a fixed guide-way system that includes all or some of the following features: limited stops, traffic signal priority, separate lanes, dedicated right of way, station services, docking systems, and other enhancements.

Balanced Budget - A financial plan that matches all planned revenues and expenditures with proposed service levels.

Budget Message - The opening section of the budget document, which provides the UTA Board and the public with a general summary of the most important aspects of the budget and changes from current and previous fiscal years.

Budget Document – A formal plan of action for a specified time period that is expressed in monetary terms.

CARES – Coronavirus Aid, Relief, and Economic Security Act. Signed into law on March 27, 2020. For eligible costs incurred after January 20, 2020, funding provided at a 100-percent federal share, with no local match required, and can be used to support capital, operating, and other expenses generally eligible under FTA programs to prevent, prepare for, and respond to COVID-19. UTA was allocated $187.2 million in this Act.

Capital Budget - A portion of the annual operating budget that appropriates funds for the purchase of capital equipment items. These expenditures are separated from regular operating items such as salaries, supplies, services, and utilities. The capital budget includes funds for capital equipment purchases such as vehicles, construction of new facilities, office equipment, maintenance machinery, microcomputers, and off-site improvements. They are distinguished from operating items by their value (greater than $5,000) and projected useful life (greater than one year).

Capital Costs – Costs of long-term assets of a public transit system such as property, buildings, and vehicles.

Commuter Rail - Passenger train service for short-distance travel between a central city and adjacent suburbs.

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act of 2021. Signed into law on December 27, 2020. Stimulus funds for COVID-19 relief, to support the transit industry during the COVID-19 public health emergency. Similar eligibility requirements as CARES Act funding. UTA was allocated $33.6 million in this Act.

Debt - The amount of money required to pay interest and principal on the agency's borrowed funds.

Depreciation: In accountancy, depreciation refers to two aspects of the same concept: (1) The decrease in value of assets and (2) the allocation of the cost of assets to periods in which the assets are used. Depreciation is a method of reallocating the cost of a tangible asset over its useful life span of it being in motion.

Demand Response - A service where passengers, or their agents, contact UTA to schedule door to door transportation services. A demand response (DR) operation is characterized by the following a) the vehicles do not operate over a fixed route or on a fixed schedule except, on a temporary basis to satisfy a special need, and b) the vehicle may be dispatched to pick-up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted in route to these destinations to pick up other passengers. UTA's paratransit service is demand response.

Department - An organizational unit responsible for carrying out major agency functions, such as operations, administration, and community engagement.

Distinguished Budget Presentation Awards Program – A voluntary awards program administered by the Government Finance Officers Association to encourage governments to prepare effective budget documents.

Discretionary Funding – One time funding or annual funding allocations, which distributed on a competitive basis, must be specifically applied for, and not guaranteed like Formula Funds.

Electronic Fare Collection or EFC - UTA's system of fare payment when such fare payment is made via a unique electronic micro-chip embedded in an electronic fare card media, which may include a credit card or debit card, issued by a bank.

Enterprise Fund – A fund that gives the flexibility to account separately for all financial activities associated with a broad range of municipal services. It establishes a separate accounting and financial reporting mechanism for municipal services for which a fee is charged in exchange for goods or services. Revenues and expenses of the service are segregated into a fund with financial statements separate from all other governmental activities.

Farebox Revenues – All revenues gained from the sale of passenger tickets, passes, tokens or other instruments of fare payments.

FAST Act – Fixing America's Surface Transportation Act is a law that was enacted on Dec. 4, 2015. This law provides long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act maintains focus on safety, keeps intact the established structure of the various transportation programs, and provides a dedicated source of federal dollars for critical transportation projects.

Fiscal Year - Annual schedule for keeping financial records and for budget purposes, UTA's fiscal year runs from January 1 through December 31, the State of Utah's fiscal year is July 1 through June 30, and the federal fiscal year runs from October 1 through September 30.

Fixed Guideway: A fixed guideway is any public transportation facility which utilizes and occupies a designated right-of-way or rails including (but not limited to) rapid rail, light rail, commuter rail, busways, automated guideway transit, and people movers.

Formula Funds – Funds specifically allocated to different agencies by the federal government to pay for transportation, transit, and other programs. Funds are allocated annually based on population and other demographic information.

Fringe Benefits - Benefits provided to the employee such as FICA, Pension, Medical & Dental insurance, Life, Short and Long-Term Disability insurance, Unemployment insurance, Tool and Uniform allowance and educational reimbursement.

FTA - Federal Transit Administration - Formerly the Urban Mass Transportation Administration (UMTA), the FTA provides capital and operating funds to the agency.

FTE – Full Time Equivalent Positions – A part-time position converted to a decimal equivalent of a full-time position based on 2,080 hours per year. For example, a part-time position working 20 hours per week would be the equivalent of 0.5 of a full-time position.

Fund Balance – Generally defined as the difference between a fund's assets and liabilities. An adequate fund balance is necessary for numerous reasons, such as to have funds available in case of an emergency or unexpected events, to maintain or enhance the agency's position and related bond ratings, to provide cash for operations prior to receipt of revenues, and to maximize investment earnings.

GASB - General Accounting Standards Board – An independent, professional body to establish standards of accounting and financial reporting applicable to state and local governmental entities.

Goal – A statement of broad direction, purpose, or intent.

Grants - A contribution by a government or other organization to support a particular function. Grants may be classified as either operational or capital.

Internal Controls – Methods and measures implemented to safeguard assets, provide for accuracy of accounting data, and encourage compliance with polices.

Intermodal - The term "mode" is used to refer to a means of transportation, such as automobile, bus, train, ship, bicycle, and walking. Intermodal refers specifically to the connections between modes. Intermodal is also known as "multimodal."

Intermodal Centers - A location where various types of transportation modes meet.

Investments – Securities purchased for the generation of income in the form of interest.

Joint Development – Projects undertaken by the public and private sectors in partnership. Usually refers to real estate projects and transit projects undertaken adjacent to, above and /or below each other as a means of financing transit projects with minimal public expense.

Lease – A contract specifying the rental of property. A lease is a contract outlining the terms under which one party (lessee) agrees to rent property owned by another (lessor) for a specific period.

LRT – **Light Rail Transit -** An electric railway with a light volume traffic capacity as compared to heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading, and multi-car trains or single cars. Also known as "streetcar," "trolley car," and "tramway."

Local Match - The portion of funding provided by UTA or other contributors (as opposed to funding provided at the Federal level) towards purchase of capital items.

Microtransit - A form of demand responsive transit. Micro-transit offers flexible routing and flexible scheduling of smaller vehicles to match the change in rider demands. Possible pick-up/drop-off stops are restricted within a geo-fenced area and transit can be provided either as a stop-to-stop service or curb-to-curb service. Microtransit services fit somewhere between private individual transportation (cars, taxi, and ridesharing) and public mass transit.

MPO – **Metropolitan Planning Organization** - Local group that selects highway and transit projects to which funds will be granted. The governor designates an MPO in every urbanized area with a population of over 50,000. The primary MPOs in UTA's transit district are the Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments, (MAG).

Non-Attainment Area - Areas of the country where air pollution levels persistently exceed the National Ambient Air Quality standards. Attainment/nonattainment are important factors in determining CMAQ grant funding (see CMAQ).

Operating Budget - A plan outlining expenditures and proposed sources of financing current service. The operating budget does not include capital or reserve monies. The principal sources of revenue are operating income, sales tax, investment income, and federal grants. All departments are financed through this budget.

Operating Revenue - Funds the agency receives as income to pay for ongoing operations. It includes such items as sales taxes, fares, interest earnings, and grant revenues. Operating revenues are used to pay for day-to-day services.

Operating Expenses - This term refers to expenditures paid to obtain goods or services including items such as payroll services, supplies, fuel, utilities, insurance, etc. Capital expenditures are not included.

Paratransit - Transportation service, comparable to fixed-route service, required by the Americans with Disabilities Act (ADA) of 1990 for individuals with disabilities who are unable to use fixed-route transportation systems.

Passengers – The number of transit vehicle boardings, including charter and special trips. Each passenger is counted each time that person boards a vehicle.

Passenger Miles – Total number of miles traveled by passengers on a vehicle. (One bus with 10 passengers traveling 10 miles equals 100 passenger miles.)

Peak Hours - Refers to weekday a.m. and p.m. service during commute hours to carry a maximum number of passengers. An example of commute or peak hours could be defined as time between 6 and 9 a.m. in the morning, and between 3 and 6 p.m. at night.

Performance Measures – Data collected to determine how effective or efficient a program is in achieving its objectives.

Personnel – This item includes the cost of all salaries, wages, overtime, and benefits associated with the agency staff.

PM – Preventive Maintenance Funds – Funding provided by the Federal Transit Administration for preventive maintenance of UTA's fleet.

Policy Document – A statement of organization-wide financial and programmatic policies and goals which address long-term concerns and issues.

Program Budget – A budget that focuses upon the goals and objectives of a Program, rather than upon its organizational budget units or object classes of expenditure.

Rapid Transit – Synonym for fixed guideway public transport (usually rail or bus rapid transit).

Reserve – An account used to indicate the purpose (insurance or capital) for which the agency's year-end balances may be used.

Revenue – Receipts from the sale of a product or provision of service.

Revenue Hours – Hours a transit vehicle travels while in revenue service. A transit vehicle is in revenue service only when the vehicle is available to the public.

Revenue Miles – Miles a transit vehicle travels while in revenue service. A transit vehicle is in revenue service only when the vehicle is available to the public.

RFP – Request for proposal.

Ridership - The number of passengers using a particular mode of transit.

Rideshare- Transportation, other than public transit, in which more than one person shares in the use of the vehicle, such as a van or car, to make a trip. Rideshare assistance is offered by UTA to promote carpooling and company-sponsored van sharing.

Sales Tax – This tax is levied by the various counties within the service district for the agency.

Scheduled Miles – Total service scheduled. It is computed from internal planning documents and includes the whole trip (e.g., deadhead, layover/recovery, and actual picking up and discharging of passengers).

STIP – **State Transportation Improvement Program** - Federally mandated state program covering a four-year span and updated every year. The STIP determines when and if transportation projects will be funded by the state. Projects included in the STIP must be consistent with the long-range transportation plan.

Strategic Plan: UTA's long-term plan for providing transit services to the communities served by the agency. Identifies key elements and strategies to be used in providing such services.

TRAX Light Rail – The UTA light rail system, consisting of the Red (University of Utah to Daybreak), Blue (Downtown to Draper), Green (Airport to West Valley), and S-Line streetcar (Sugar House) lines.

TOD - Transit-oriented Development - A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion, and air pollution. It includes housing, along with complementary public uses (jobs, retail, and services), located at a strategic point along a regional transit system, such as a rail hub or major transit stop.

UDOT – Utah Department of Transportation

Vanpool – A service provided by UTA where the agency provides the van and a group of 7-15 people with a similar commuting route provide the driver, bookkeeper, and passengers. The group can also be coordinated through the UTA website.

Attachment 1: Capital Plan Detail

Utah Transit Authority Five-Year Capital Plan

2023-2027

1 Introduction

1.1 Purpose of document

Utah Transit Authority Board of Trustees Policy No. 2.1 Financial Management, requires the Executive Director to develop a five-year capital plan and update it every year for inclusion in the annual budget process discussions and approvals. The plan must be fiscally constrained and maintain all assets in a state of good repair to protect the Authority's capital investments, maintain safety and minimize future maintenance and replacement costs. Five-year forecasts help mitigate challenges of applying a one-year budget to multi-year projects, and also helps in long-range budget planning, including setting of priorities.

1.2 Definition of Capital Projects

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

Examples of capital projects include:

- New construction (new transit infrastructure, facilities, buildings or major additions, including studies/design to support future project construction)
- Building repairs, renovations, demolition, or upgrades
- Major maintenance (capital renewal and deferred maintenance)
- Safety, ADA, or Legal Compliance construction projects
- Energy conservation improvements
- Grounds improvement
- Real Estate Acquisition or Leasing
- Vehicles
- HVAC/Reroofing Projects
- Telecommunication and Information Technology systems (hardware and/or software)
- New or replacement equipment or furniture

2 Five-year Capital Plan Development Process

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

2.1 Project Requests

New project requests are submitted annually and prioritized by management for funding consideration. The proposed project should meet a specific objective such as a mobility need, state of good repair or infrastructure need or requirement, and be consistent with UTA's overall strategic plan and goals.

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

2.2 Project Prioritization

Completed project requests are compiled then prioritized by management. Prioritization considerations encompass UTA's Operating Priorities including:

- Service
    - Leveraging grants and other partner funds
    - Contributing to system improvements
- Stewardship
    - Maintaining a State of Good Repair
    - Assuring a safe system
- People
    - Benefits to UTA patrons
    - Benefits to UTA employees

Projects with a lower priority may be reduced in scope or moved to subsequent years as necessary. Once prioritized, the draft 5-year plan is submitted to the Executive Team for review. Requests are trimmed as needed to meet the anticipated 5-year budget resources, which is based on committed or reasonably foreseeable funding sources.

3 Proposed Capital Plan

Overview

The 2023-2027 capital requests have been compiled and prioritized. Tables showing the proposed capital budget by year are presented below in year of expenditure dollars, as well as overall 5-year summaries by both project type and funding source. Attachment A shows the detailed list of projects proposed to be funded, including the annual and 5-year budget, anticipated grant and local partner funds, and the required UTA funds for each project.

The proposed capital plan for 2023 will be incorporated into UTA's proposed 2023 annual budget. Any new, unforeseen items that come up during the year will be considered for annual budget adjustments or amendments as needed.

In the following tables, any discrepancy between the proposed budget and source funds is currently being pursued through the grant applications or partner discussions.

Proposed 2023 Capital Budget Summary

Project Categories	2023 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	$8,832,000	$7,725,000	$1,059,000	$48,000
Capital Construction	31,099,000	22,320,000	3,117,000	5,662,000
Capital Development	87,623,000	25,354,000	21,410,000	40,859,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	7,021,000	-	-	7,021,000
Information Technology	17,690,000	-	-	17,690,000
Infrastructure SGR Projects	51,309,000	37,081,000	200,000	14,028,000
Planning	4,127,000	1,514,000	169,000	2,444,000
Property/TOC	8,627,000	-	935,000	7,692,000
Revenue/Service Vehicles	92,249,000	26,706,000	3,957,000	61,586,000
Safety and Security	5,420,000	-	-	5,420,000
Grand Total	**$318,997,000**	**$120,700,000**	**$30,847,000**	**$167,450,000**

*UTA 2023 funds include: approximately $41,755,000 in leasing

Proposed 2024 Capital Budget Summary

Project Categories	2024 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	$681,000	-	-	$220,000
Capital Construction	2,050,000	-	-	2,050,000
Capital Development	103,213,000	27,462,000	27,462,000	27,470,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	16,117,000	-	-	16,117,000
Information Technology	25,483,000	-	-	25,483,000
Infrastructure SGR Projects	40,623,000	-	-	18,010,000
Planning	1,935,000	-	-	1,935,000
Property/TOC	2,634,000	690,000	690,000	1,944,000
Revenue/Service Vehicles	77,910,000	100,000	100,000	70,358,000
Safety and Security	2,823,000	-	-	2,802,000
Grand Total	**$278,469,000**	**$78,828,000**	**$28,252,000**	**$171,389,000**

*UTA 2024 funds include: approximately $52,201,000 in leasing

Proposed 2025 Capital Budget Summary

Project Categories	2025 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	$35,873,000	$307,000	-	-
Capital Construction	1,000,000	-	-	1,000,000
Capital Development	84,323,000	81,221,000	15,625,000	23,043,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	6,245,000	-	-	6,245,000
Information Technology	15,036,000	-	-	15,036,000
Infrastructure SGR Projects	35,095,000	18,003,000	-	17,092,000
Planning	1,800,000	-	-	1,800,000
Property/TOC	1,184,000	-	330,000	854,000
Revenue/Service Vehicles	81,935,000	200,000	100,000	81,635,000
Safety and Security	2,817,000	-	-	2,817,000
Grand Total	**$270,308,000**	**$99,731,000**	**$16,055,000**	**$154,522,000**

*UTA 2025 funds include: approximately $47,826,000 in leasing

Proposed 2026 Capital Budget Summary

Project Categories	2026 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	$12,826,000	$307,000	-	-
Capital Construction	500,000	-	-	500,000
Capital Development	14,575,000	11,388,000	1,300,000	14,406,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	3,527,000	-	-	3,527,000
Information Technology	8,764,000	-	-	8,764,000
Infrastructure SGR Projects	27,963,000	15,623,000	-	12,340,000
Planning	1,800,000	-	-	1,800,000
Property/TOC	791,000	-	-	791,000
Revenue/Service Vehicles	145,664,000	38,907,000	100,000	106,657,000
Safety and Security	2,793,000	-	-	2,793,000
Grand Total	**$224,203,000**	**$66,225,000**	**$1,400,000**	**$156,578,000**

*UTA 2026 funds include: approximately $56,744,000 in leasing

Proposed 2027 Capital Budget Summary

Project Categories	2027 Total Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	$307,000	$307,000	-	-
Capital Construction	-	-	-	-
Capital Development	14,375,000	-	1,100,000	13,275,000
Contingency	5,000,000	-	-	5,000,000
Facilities- SGR	3,823,000	-	-	3,823,000
Information Technology	2,023,000	-	-	2,023,000
Infrastructure SGR Projects	25,572,000	18,000,000	-	7,572,000
Planning	1,800,000	-	-	1,800,000
Property/TOC	63,000	-	-	63,000
Revenue/Service Vehicles	191,278,000	83,502,000	60,012,000	47,764,000
Safety and Security	2,912,000	-	-	2,912,000
Grand Total	**$247,153,000**	**$101,809,000**	**$61,112,000**	**$84,232,000**

*UTA 2027 funds include: approximately $32,916,000 in leasing

Proposed 5-Year Capital Plan Summary by Project Category

Project Categories	Proposed 5-Year Budget	Grants	State/Local Partners	UTA Funds*
5310 Projects	$10,434,000	$9,107,000	$1,059,000	$268,000
Capital Construction	34,649,000	22,320,000	3,117,000	9,212,000
Capital Development	352,194,000	166,244,000	66,897,000	114,596,000
Contingency	25,000,000	-	-	25,000,000
Facilities- SGR	36,733,000	-	-	36,733,000
Information Technology	68,996,000	-	-	68,996,000
Infrastructure SGR Projects	180,562,000	111,320,000	200,000	69,042,000
Planning	11,462,000	1,514,000	169,000	9,779,000
Property/TOC	13,299,000	-	1,955,000	11,344,000
Revenue/Service Vehicles	589,036,000	156,767,000	64,269,000	368,000,000
Safety and Security	16,765,000	21,000	-	16,744,000
Grand Total	**$1,339,130,000**	**$467,293,000**	**$137,666,000**	**$734,171,000**

*UTA 5-year funds include: approximately $231,442,000 in leasing

The unfunded amount of $260.3 million is being pursued.

Proposed 5-Year Capital Plan Summary by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2023	$318,997,000	$120,700,000	$30,847,000	$167,450,000
2024	278,469,000	78,828,000	28,252,000	171,389,000
2025	270,308,000	99,731,000	16,055,000	154,522,000
2026	224,203,000	66,225,000	1,400,000	156,578,000
2027	247,153,000	101,809,000	61,112,000	84,232,000
Total	**$1,339,130,000**	**$467,293,000**	**$137,666,000**	**$734,171,000**

*UTA funds include: approximately $231,442,000 in leasing.

The unfunded amount of $260.3 million is being pursued.

4 Five-Year Plans

The five-year capital plan will be updated annually. Cost estimates and potential funding sources for projects are more accurate the closer they are to year of expenditure; therefore, in addition to including new project requests each year, the plan will be updated as necessary to adjust project costs and year of expenditure as they become more refined for each project. Funding sources and amounts will also be updated as they become more certain.

Approval of the 5-year capital plan will authorize the Agency to enter into contracts for those projects that are multi-year in nature.

This 5-year capital plan will inform the ongoing updates to regional transportation plans and associated implementation funding plans prepared by the metropolitan planning organizations within UTA's service area.

4.1 Project Requests

A number of the projects in the 5-year plan assume that significant local, state, and/or federal funds may become available. If those funds do not materialize, the project would need to be delayed until such time as additional funding could be secured. These projects include:

- SL-Central Headquarters: Significant Local Partner contributions anticipated
- SD100/160 Light Rail Vehicle Replacement: Significant Federal and Local Partner contributions being pursued

House Bill 322 passed in the 2022 Session by the Utah State Legislature directed UDOT and UTA to partner on "fixed guideway" projects with state funding and identified UDOT as the lead agency for project delivery. This significant legislation requires a strong working relationship between UDOT and UTA and provides state funding for major transit investments across the region. These funds can be used to leverage grant funds. UDOT and UTA have been working together to keep the FrontRunner double tracking and Point of the Mountain projects on schedule while determining how best to leverage the strengths of each agency in delivering these regionally significant projects.

The details of the UTA 2023 through 2027 Five-year Capital Plan are presented in the attached tables.

Attachment A

UTA 5-Year Capital Plan - Project Detail

2023 through 2027

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
5310 Projects	8,832,000	681,000	307,000	307,000	307,000	10,166,000	268,000	10,434,000
CDA006- 5310 Admin Funds	307,000	307,000	307,000	307,000	307,000	1,535,000	-	1,535,000
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	415,000	374,000	-	-	-	539,000	250,000	789,000
ICI227- Voucher Project	10,000	-	-	-	-	10,000	-	10,000
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	24,000	-	-	-	-	24,000	-	24,000
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	64,000	-	-	-	-	64,000	-	64,000
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	144,000	-	-	-	-	144,000	-	144,000
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	280,000	-	-	-	-	280,000	-	280,000
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	137,000	-	-	-	-	137,000	-	137,000
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	215,000	-	-	-	-	215,000	-	215,000
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	477,000	-	-	-	-	477,000	-	477,000
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	240,000	-	-	-	-	240,000	-	240,000
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	175,000	-	-	-	-	175,000	-	175,000
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	1,231,000	-	-	-	-	1,231,000	-	1,231,000
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	686,000	-	-	-	-	686,000	-	686,000
MSP278- FFY 2022 - 5310 Program - Provo/Orem	474,000	-	-	-	-	474,000	-	474,000
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	383,000	-	-	-	-	383,000	-	383,000
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	677,000	-	-	-	-	677,000	-	677,000
MSP281- FFY 2021 - 5310 Program - Provo/Orem	260,000	-	-	-	-	260,000	-	260,000
MSP295- ARPA 5310	249,000	-	-	-	-	249,000	-	249,000
MSP296- CRRSAA 5310	249,000	-	-	-	-	249,000	-	249,000
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	1,113,000	-	-	-	-	1,095,000	18,000	1,113,000
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	628,000	-	-	-	-	628,000	-	628,000
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	394,000	-	-	-	-	394,000	-	394,000
Capital Construction	31,099,000	2,050,000	1,000,000	500,000	-	25,437,000	9,212,000	34,649,000
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	12,001,000	-	-	-	-	11,812,000	189,000	12,001,000
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	14,785,000	-	-	-	-	13,625,000	1,160,000	14,785,000
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	2,050,000	1,000,000	500,000	-	-	5,600,000	5,600,000
MSP272- Trax Operational Simulator	1,763,000	-	-	-	-	-	1,763,000	1,763,000
MSP282- Frontrunner Platform Modification	500,000	-	-	-	-	-	500,000	500,000
Capital Development	87,623,000	103,213,000	119,889,000	27,094,000	14,375,000	233,141,000	119,053,000	352,194,000
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000	-	-	-	-	-	36,000	36,000
MSP140- Box Elder County Corridor Preservation	2,075,000	1,575,000	1,575,000	1,575,000	1,575,000	-	8,375,000	8,375,000
MSP156- Prop 1 Passenger Imp. Davis County	113,000	-	-	-	-	-	113,000	113,000
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
MSP193- Weber County Corridor Preservation	2,824,000	-	-	-	-	2,824,000	-	2,824,000
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	1,700,000	5,864,000	35,566,000	12,519,000	-	51,192,000	4,457,000	55,649,000
MSP205- TIGER Program of Projects	10,460,000	2,809,000	-	-	-	7,568,000	5,701,000	13,269,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,101,000	1,001,000	-	-	-	1,976,000	126,000	2,102,000
MSP208- Clearfield FR Station Trail	1,501,000	-	-	-	-	1,451,000	50,000	1,501,000
MSP215- Sharp/Tintic	110,000	395,000	-	-	-	-	505,000	505,000
MSP216- Point of the Mountain Transit	3,000,000	500,000	500,000	500,000	500,000	5,000,000	-	5,000,000
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	1,478,000	-	-	-	-	-	1,478,000	1,478,000
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	360,000	360,000	500,000	500,000	500,000	-	2,220,000	2,220,000
MSP252- FrontRunner Forward	3,880,000	500,000	500,000	800,000	600,000	6,280,000	-	6,280,000
MSP253- Mid-Valley Connector	15,001,000	45,103,000	43,976,000	-	-	104,080,000	-	104,080,000
MSP254- TechLink Corridor	1,200,000	1,200,000	5,000,000	-	-	6,200,000	1,200,000	7,400,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	3,090,000	5,900,000	2,200,000	-	-	-	11,190,000	11,190,000
MSP259- S-Line Extension	1,870,000	6,700,000	3,080,000	-	-	11,650,000	-	11,650,000
MSP260- Westside Express (5600 West)	1,000,000	9,086,000	7,322,000	-	-	16,908,000	500,000	17,408,000
MSP264- South Valley Transit	3,830,000	2,000,000	2,620,000	-	-	5,830,000	2,620,000	8,450,000
MSP265- Program Management Support	3,300,000	3,300,000	3,300,000	3,300,000	3,300,000	-	16,500,000	16,500,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	2,300,000	2,300,000	3,300,000	-	-	3,760,000	4,140,000	7,900,000
MSP268- Optical Detection Next Steps	109,000	-	-	-	-	35,000	74,000	109,000
MSP269- Warm Springs Sewer Line Relocation	1,496,000	-	-	-	-	-	1,496,000	1,496,000
MSP273- Public Partnership Projects	10,000,000	-	-	-	-	-	10,000,000	10,000,000
MSP274- Historic Utah Southern Rail Trail	14,000	-	-	-	-	-	14,000	14,000
MSP286- Utah County Park & Ride Lots	230,000	2,220,000	2,550,000	-	-	4,200,000	800,000	5,000,000
MSP287- 900 East UVX Station	4,300,000	-	-	-	-	4,000,000	300,000	4,300,000
MSP288- Sustainability Project Pool	200,000	200,000	200,000	200,000	200,000	-	1,000,000	1,000,000
MSP289- Historic Orchard Pathway (Box Elder County)	206,000	-	-	-	-	187,000	19,000	206,000
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micr	414,000	-	-	-	-	-	414,000	414,000
MSP291- CareATC Location Build Out	35,000	-	-	-	-	-	35,000	35,000
MSP293- Sheperd Lane Embankment	300,000	3,700,000	-	-	-	-	4,000,000	4,000,000
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	3,090,000	1,000,000	1,100,000	1,100,000	1,100,000	-	7,390,000	7,390,000
SGR408- Route End of Line (EOL) Enhancements	1,000,000	1,500,000	500,000	500,000	500,000	-	4,000,000	4,000,000
SGR409- System Restrooms	1,000,000	1,000,000	1,100,000	1,100,000	1,100,000	-	5,300,000	5,300,000
Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
MSP999- Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	-	25,000,000	25,000,000
Facilities- SGR	7,021,000	16,117,000	6,245,000	3,527,000	3,823,000	-	36,733,000	36,733,000
FMA559- Office Equipment Reserve	100,000	100,000	100,000	100,000	-	-	400,000	400,000
FMA652- Facilities, Equipment Managed Reserve	571,000	500,000	1,000,000	500,000	750,000	-	3,321,000	3,321,000
FMA653- Facilities Rehab and Replacement	1,780,000	1,500,000	2,000,000	1,000,000	1,000,000	-	7,280,000	7,280,000

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
FMA672- Park and Ride Rehab/Replacement	500,000	750,000	1,000,000	500,000	500,000	-	3,250,000	3,250,000
FMA673- Stations and Platforms Rehab/Replace	560,000	250,000	250,000	500,000	250,000	-	1,810,000	1,810,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,170,000	900,000	900,000	900,000	1,200,000	-	5,070,000	5,070,000
FMA685- Wheel Truing Machine JRSC	-	4,000,000	-	-	-	-	4,000,000	4,000,000
FMA686- Warehouse Equipment Managed Reserve	375,000	117,000	95,000	27,000	123,000	-	737,000	737,000
SGR390- Jordan River Bldg 2 Remodel	1,965,000	8,000,000	900,000	-	-	-	10,865,000	10,865,000
Information Technology	17,690,000	25,483,000	15,036,000	8,764,000	2,023,000	-	68,996,000	68,996,000
ICI001- Passenger Information Signage	3,202,000	350,000	-	-	-	-	3,552,000	3,552,000
ICI005- EFC – Rehab & Replacement	225,000	150,000	-	-	-	-	375,000	375,000
ICI146- FrontRunner WiFi Enhancements	712,000	100,000	50,000	50,000	50,000	-	962,000	962,000
ICI173- JDE System Enhancements	50,000	50,000	50,000	50,000	50,000	-	250,000	250,000
ICI179- Network Infrastructure Equipment & Software	242,000	271,000	313,000	279,000	150,000	-	1,255,000	1,255,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	283,000	200,000	200,000	200,000	200,000	-	1,083,000	1,083,000
ICI191- IT Managed Reserves	446,000	400,000	400,000	400,000	400,000	-	2,046,000	2,046,000
ICI197- Bus Communications On-Board Technology	102,000	100,000	100,000	200,000	200,000	-	702,000	702,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	410,000	283,000	260,000	475,000	250,000	-	1,678,000	1,678,000
ICI199- Rail Communication Onboard Tech	197,000	100,000	100,000	100,000	100,000	-	597,000	597,000
ICI201- Server, Storage Infrastructure Equipment & Software	1,681,000	269,000	286,000	173,000	173,000	-	2,582,000	2,582,000
ICI202- Radio Comm Infrastructure	174,000	100,000	100,000	100,000	100,000	-	574,000	574,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	486,000	243,000	243,000	-	-	-	972,000	972,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	170,000	-	-	-	-	-	170,000	170,000
ICI217- Transit Management System	950,000	-	-	-	-	-	950,000	950,000
ICI222- Fares Systems Replacement Program	5,500,000	13,867,000	11,434,000	6,587,000	200,000	-	37,588,000	37,588,000
ICI223- ERP Analysis	300,000	-	-	-	-	-	300,000	300,000
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	60,000	-	-	-	-	-	60,000	60,000
ICI226- New Radio Communication System	2,000,000	8,000,000	500,000	150,000	150,000	-	10,800,000	10,800,000
ICI228- CPO New HRIS system application upgrade	500,000	1,000,000	1,000,000	-	-	-	2,500,000	2,500,000
Infrastructure SGR Projects	51,309,000	40,623,000	35,095,000	27,963,000	25,572,000	111,520,000	69,042,000	180,562,000
MSP189- Signal Pre-emption Projects w/UDOT	200,000	-	-	-	-	200,000	-	200,000
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	567,000	534,000	603,000	510,000	530,000	-	2,744,000	2,744,000
SGR359- Bridge Rehabilitation & Maintenance	625,000	472,000	400,000	320,000	400,000	-	2,217,000	2,217,000
SGR370- Light Rail Red Signal Enforcement	3,315,000	3,500,000	3,000,000	2,500,000	-	-	12,315,000	12,315,000
SGR385- Rail Rehab and Replacement	14,650,000	3,500,000	4,000,000	4,000,000	4,000,000	18,920,000	11,230,000	30,150,000
SGR393- Grade Crossing Rehab/Replacement	2,750,000	3,000,000	3,000,000	3,000,000	3,000,000	6,607,000	8,143,000	14,750,000
SGR397- Traction Power Rehab/Replacement	15,332,000	15,332,000	6,152,000	800,000	-	29,451,000	8,165,000	37,616,000
SGR398- OCS Rehab/Replace	2,000,000	2,035,000	8,000,000	6,000,000	6,000,000	19,228,000	4,807,000	24,035,000
SGR401- Ballast and Tie Rehab/Replacement	250,000	350,000	400,000	400,000	400,000	-	1,800,000	1,800,000
SGR403- Train Control Rehab/Replacement	4,400,000	8,600,000	6,000,000	7,543,000	7,492,000	22,616,000	11,419,000	34,035,000
SGR404- Rail Switches/Trackwork Controls	2,820,000	1,300,000	2,000,000	2,250,000	3,000,000	8,496,000	2,874,000	11,370,000
SGR410- Fiber Rehab/Replacement	4,400,000	2,000,000	1,540,000	640,000	750,000	6,002,000	3,328,000	9,330,000

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
Planning	4,127,000	1,935,000	1,800,000	1,800,000	1,800,000	1,683,000	9,779,000	11,462,000
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus S	412,000	-	-	-	-	336,000	76,000	412,000
ICI221- Customer Relations Software Replacement	270,000	135,000	-	-	-	-	405,000	405,000
MSP198- Wayfinding Plan	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	-	7,500,000	7,500,000
MSP284- Route Planning Restoration using Equity Index	300,000	-	-	-	-	300,000	-	300,000
MSP285- Bus Network Optimization Program (BNOP)	100,000	-	-	-	-	-	100,000	100,000
MSP292- AOPPP: Paratransit Forward Study	385,000	-	-	-	-	385,000	-	385,000
MSP294- Planning Studies Managed Reserve	300,000	300,000	300,000	300,000	300,000	-	1,500,000	1,500,000
REV234- Tooele County Microtransit & Vehicle Electrification	860,000	-	-	-	-	662,000	198,000	860,000
Property/TOC	8,627,000	2,634,000	1,184,000	791,000	63,000	1,955,000	11,344,000	13,299,000
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	40,000	40,000	40,000	-	-	160,000	160,000
MSP262- SLCentral HQ Office	1,780,000	1,000,000	-	-	-	-	2,780,000	2,780,000
MSP263- TOD Working Capital	688,000	688,000	688,000	688,000	-	-	2,752,000	2,752,000
MSP275- Station Area Planning	1,119,000	906,000	456,000	63,000	63,000	1,955,000	652,000	2,607,000
MSP283- ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	5,000,000	5,000,000
Revenue/Service Vehicles	92,249,000	77,910,000	81,935,000	145,664,000	191,278,000	221,036,000	368,000,000	589,036,000
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	113,000	661,000	1,269,000	580,000	22,000	654,000	1,991,000	2,645,000
REV205- Replacement Non-Revenue Support Vehicles	1,148,000	500,000	500,000	750,000	750,000	-	3,648,000	3,648,000
REV209- Paratransit Replacements	3,328,000	3,328,000	2,883,000	3,435,000	3,546,000	-	16,520,000	16,520,000
REV211- Replacement Buses	31,452,000	38,787,000	42,816,000	50,891,000	26,910,000	-	190,856,000	190,856,000
REV212- Park City Lo/No Grant	4,543,000	-	-	-	-	4,222,000	321,000	4,543,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,100,000	3,000,000	3,000,000	3,000,000	3,000,000	-	14,100,000	14,100,000
REV232- Van Pool Van Replacements	1,923,000	1,676,000	1,717,000	1,758,000	1,800,000	-	8,874,000	8,874,000
REV233- Commuter Rail Vehicle Procurement - Used	4,000,000	8,000,000	-	-	-	-	12,000,000	12,000,000
REV236- VW Battery Buses	22,030,000	-	-	-	-	15,508,000	6,522,000	22,030,000
REV237- GPS Telemetrics System	380,000	-	-	-	-	-	380,000	380,000
REV238- SD100/SD160 Light Rail Vehicle Replacement	2,000,000	5,000,000	16,000,000	73,500,000	143,500,000	180,000,000	60,000,000	240,000,000
SGR040- Light Rail Vehicle Rehab	13,610,000	10,662,000	9,000,000	8,000,000	8,000,000	20,652,000	28,620,000	49,272,000
SGR353- Commuter Rail Engine Overhaul	3,035,000	2,395,000	1,000,000	-	-	-	6,430,000	6,430,000
SGR386- Repair Damaged LRV	1,422,000	1,901,000	-	-	-	-	3,323,000	3,323,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	1,165,000	2,000,000	3,750,000	3,750,000	3,750,000	-	14,415,000	14,415,000
Safety and Security	5,420,000	2,823,000	2,817,000	2,793,000	2,912,000	21,000	16,744,000	16,765,000
FMA516- Corridor Fencing	50,000	55,000	61,000	67,000	74,000	-	307,000	307,000
FMA543- Police Fleet Vehicles	51,000	53,000	55,000	57,000	59,000	-	275,000	275,000
FMA557- Bus Safety and Security	30,000	33,000	37,000	41,000	45,000	-	186,000	186,000
FMA604- Safety General Projects	100,000	110,000	121,000	133,000	146,000	-	610,000	610,000
FMA645- Camera Sustainability	670,000	682,000	696,000	710,000	726,000	-	3,484,000	3,484,000
FMA656- Facility Security	50,000	50,000	50,000	-	74,000	-	224,000	224,000
FMA658- Bus Replacement Camera System	2,145,000	621,000	621,000	621,000	621,000	-	4,629,000	4,629,000
FMA659- Emergency Operations Training	15,000	-	15,000	-	-	-	30,000	30,000
FMA676- Security General Projects	120,000	22,000	24,000	27,000	30,000	-	223,000	223,000
FMA680- Suicide Prevention Research Project	40,000	30,000	-	-	-	21,000	49,000	70,000

2023-2027 Program Summary

Department/ Project Code/Project Name	2023 Total Budget	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2023-2027 External Funds Total Budget	2023-2027 UTA Funds Total Budget	2023-2027 Total Budget
FMA681- Arc Flash Analysis	705,000	-	-	-	-	-	705,000	705,000
FMA684- Police Managed Reserve	300,000	150,000	150,000	150,000	150,000	-	900,000	900,000
ICI140- Next Crossing Cameras	40,000	70,000	40,000	40,000	40,000	-	230,000	230,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	1,104,000	947,000	947,000	947,000	947,000	-	4,892,000	4,892,000
Grand Total	**318,997,000**	**278,469,000**	**270,308,000**	**224,203,000**	**247,153,000**	**604,959,000**	**734,171,000**	**1,339,130,000**

2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total Budget	2023-2027 Total Budget- Grants	2023-2027 Total Budget- Grants Unfunded/Pending	2023-2027 Total Budget- Unfunded Other Sources	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
5310 Projects	10,434,000	3,714,000	5,393,000	-	-	-	1,059,000	268,000
CDA006- 5310 Admin Funds	1,535,000	-	1,535,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	789,000	-	539,000	-	-	-	-	250,000
ICI227- Voucher Project	10,000	-	10,000	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	24,000	19,000	-	-	-	-	5,000	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	64,000	51,000	-	-	-	-	13,000	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	144,000	115,000	-	-	-	-	29,000	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	280,000	224,000	-	-	-	-	56,000	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	137,000	109,000	-	-	-	-	28,000	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	215,000	172,000	-	-	-	-	43,000	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	477,000	477,000	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	240,000	240,000	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	175,000	175,000	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	1,231,000	-	985,000	-	-	-	246,000	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	686,000	-	549,000	-	-	-	137,000	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	474,000	-	380,000	-	-	-	94,000	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	383,000	-	383,000	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	677,000	-	677,000	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	260,000	-	260,000	-	-	-	-	-
MSP295- ARPA 5310	249,000	249,000	-	-	-	-	-	-
MSP296- CRRSAA 5310	249,000	249,000	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	1,113,000	816,000	75,000	-	-	-	204,000	18,000
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	628,000	503,000	-	-	-	-	125,000	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	394,000	315,000	-	-	-	-	79,000	-
Capital Construction	34,649,000	22,320,000	-	-	-	3,117,000	-	9,212,000
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	12,001,000	8,695,000	-	-	-	3,117,000	-	189,000
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	14,785,000	13,625,000	-	-	-	-	-	1,160,000
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	5,600,000	-	-	-	-	-	-	5,600,000
MSP272- Trax Operational Simulator	1,763,000	-	-	-	-	-	-	1,763,000
MSP282- Frontrunner Platform Modification	500,000	-	-	-	-	-	-	500,000
Capital Development	352,194,000	91,384,000	74,860,000	-	-	61,678,000	5,219,000	119,053,000
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000	-	-	-	-	-	-	36,000
MSP140- Box Elder County Corridor Preservation	8,375,000	-	-	-	-	-	-	8,375,000
MSP156- Prop 1 Passenger Imp. Davis County	113,000	-	-	-	-	-	-	113,000
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	2,824,000	-	-	-	-	-	2,824,000	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	55,649,000	1,500,000	49,692,000	-	-	-	-	4,457,000
MSP205- TIGER Program of Projects	13,269,000	5,686,000	-	-	-	1,743,000	139,000	5,701,000

2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total Budget	2023-2027 Total Budget- Grants	2023-2027 Total Budget- Grants Unfunded/Pending	2023-2027 Total Budget- Unfunded Other Sources	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
MSP207- 3300/3500 South MAX Exp/Optimization	2,102,000	1,976,000	-	-	-	-	-	126,000
MSP208- Clearfield FR Station Trail	1,501,000	1,451,000	-	-	-	-	-	50,000
MSP215- Sharp/Tintic	505,000	-	-	-	-	-	-	505,000
MSP216- Point of the Mountain Transit	5,000,000	2,000,000	-	-	-	3,000,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	1,478,000	-	-	-	-	-	-	1,478,000
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	2,220,000	-	-	-	-	-	-	2,220,000
MSP252- FrontRunner Forward	6,280,000	-	-	-	-	6,280,000	-	-
MSP253- Mid-Valley Connector	104,080,000	69,405,000	-	-	-	34,675,000	-	-
MSP254- TechLink Corridor	7,400,000	950,000	5,000,000	-	-	-	250,000	1,200,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	11,190,000	-	-	-	-	-	-	11,190,000
MSP259- S-Line Extension	11,650,000	-	-	-	-	11,650,000	-	-
MSP260- Westside Express (5600 West)	17,408,000	-	16,408,000	-	-	500,000	-	500,000
MSP264- South Valley Transit	8,450,000	-	-	-	-	3,830,000	2,000,000	2,620,000
MSP265- Program Management Support	16,500,000	-	-	-	-	-	-	16,500,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	7,900,000	-	3,760,000	-	-	-	-	4,140,000
MSP268- Optical Detection Next Steps	109,000	29,000	-	-	-	-	6,000	74,000
MSP269- Warm Springs Sewer Line Relocation	1,496,000	-	-	-	-	-	-	1,496,000
MSP273- Public Partnership Projects	10,000,000	-	-	-	-	-	-	10,000,000
MSP274- Historic Utah Southern Rail Trail	14,000	-	-	-	-	-	-	14,000
MSP286- Utah County Park & Ride Lots	5,000,000	4,200,000	-	-	-	-	-	800,000
MSP287- 900 East UVX Station	4,300,000	4,000,000	-	-	-	-	-	300,000
MSP288- Sustainability Project Pool	1,000,000	-	-	-	-	-	-	1,000,000
MSP289- Historic Orchard Pathway (Box Elder County)	206,000	187,000	-	-	-	-	-	19,000
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	414,000	-	-	-	-	-	-	414,000
MSP291- CareATC Location Build Out	35,000	-	-	-	-	-	-	35,000
MSP293- Sheperd Lane Embankment	4,000,000	-	-	-	-	-	-	4,000,000
REV239- HB322 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	-	25,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	7,390,000	-	-	-	-	-	-	7,390,000
SGR408- Route End of Line (EOL) Enhancements	4,000,000	-	-	-	-	-	-	4,000,000
SGR409- System Restrooms	5,300,000	-	-	-	-	-	-	5,300,000
Contingency	25,000,000	-	-	-	-	-	-	25,000,000
MSP999- Capital Contingency	25,000,000	-	-	-	-	-	-	25,000,000
Facilities- SGR	36,733,000	-	-	-	-	-	-	36,733,000
FMA559- Office Equipment Reserve	400,000	-	-	-	-	-	-	400,000
FMA652- Facilities, Equipment Managed Reserve	3,321,000	-	-	-	-	-	-	3,321,000
FMA653- Facilities Rehab and Replacement	7,280,000	-	-	-	-	-	-	7,280,000
FMA672- Park and Ride Rehab/Replacement	3,250,000	-	-	-	-	-	-	3,250,000
FMA673- Stations and Platforms Rehab/Replace	1,810,000	-	-	-	-	-	-	1,810,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	5,070,000	-	-	-	-	-	-	5,070,000
FMA685- Wheel Truing Machine JRSC	4,000,000	-	-	-	-	-	-	4,000,000
FMA686- Warehouse Equipment Managed Reserve	737,000	-	-	-	-	-	-	737,000
SGR390- Jordan River Bldg 2 Remodel	10,865,000	-	-	-	-	-	-	10,865,000
Information Technology	68,996,000	-	-	-	-	-	-	68,996,000

2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total Budget	2023-2027 Total Budget- Grants	2023-2027 Total Budget- Grants Unfunded/Pending	2023-2027 Total Budget- Unfunded Other Sources	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
ICI001- Passenger Information Signage	3,552,000	-	-	-	-	-	-	3,552,000
ICI005- EFC – Rehab & Replacement	375,000	-	-	-	-	-	-	375,000
ICI146- FrontRunner WiFi Enhancements	962,000	-	-	-	-	-	-	962,000
ICI173- JDE System Enhancements	250,000	-	-	-	-	-	-	250,000
ICI179- Network Infrastructure Equipment & Software	1,255,000	-	-	-	-	-	-	1,255,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	1,083,000	-	-	-	-	-	-	1,083,000
ICI191- IT Managed Reserves	2,046,000	-	-	-	-	-	-	2,046,000
ICI197- Bus Communications On-Board Technology	702,000	-	-	-	-	-	-	702,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	1,678,000	-	-	-	-	-	-	1,678,000
ICI199- Rail Communication Onboard Tech	597,000	-	-	-	-	-	-	597,000
ICI201- Server, Storage Infrastructure Equipment & Software	2,582,000	-	-	-	-	-	-	2,582,000
ICI202- Radio Comm Infrastructure	574,000	-	-	-	-	-	-	574,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	972,000	-	-	-	-	-	-	972,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	170,000	-	-	-	-	-	-	170,000
ICI217- Transit Management System	950,000	-	-	-	-	-	-	950,000
ICI222- Fares Systems Replacement Program	37,588,000	-	-	-	-	-	-	37,588,000
ICI223- ERP Analysis	300,000	-	-	-	-	-	-	300,000
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	60,000	-	-	-	-	-	-	60,000
ICI226- New Radio Communication System	10,800,000	-	-	-	-	-	-	10,800,000
ICI228- CPO New HRIS system application upgrade	2,500,000	-	-	-	-	-	-	2,500,000
Infrastructure SGR Projects	180,562,000	111,320,000	-	-	-	-	200,000	69,042,000
MSP189- Signal Pre-emption Projects w/UDOT	200,000	-	-	-	-	-	200,000	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	2,744,000	-	-	-	-	-	-	2,744,000
SGR359- Bridge Rehabilitation & Maintenance	2,217,000	-	-	-	-	-	-	2,217,000
SGR370- Light Rail Red Signal Enforcement	12,315,000	-	-	-	-	-	-	12,315,000
SGR385- Rail Rehab and Replacement	30,150,000	18,920,000	-	-	-	-	-	11,230,000
SGR393- Grade Crossing Rehab/Replacement	14,750,000	6,607,000	-	-	-	-	-	8,143,000
SGR397- Traction Power Rehab/Replacement	37,616,000	29,451,000	-	-	-	-	-	8,165,000
SGR398- OCS Rehab/Replace	24,035,000	19,228,000	-	-	-	-	-	4,807,000
SGR401- Ballast and Tie Rehab/Replacement	1,800,000	-	-	-	-	-	-	1,800,000
SGR403- Train Control Rehab/Replacement	34,035,000	22,616,000	-	-	-	-	-	11,419,000
SGR404- Rail Switches/Trackwork Controls	11,370,000	8,496,000	-	-	-	-	-	2,874,000
SGR410- Fiber Rehab/Replacement	9,330,000	6,002,000	-	-	-	-	-	3,328,000
Planning	11,462,000	1,514,000	-	-	-	-	169,000	9,779,000
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	412,000	336,000	-	-	-	-	-	76,000
ICI221- Customer Relations Software Replacement	405,000	-	-	-	-	-	-	405,000
MSP198- Wayfinding Plan	7,500,000	-	-	-	-	-	-	7,500,000
MSP284- Route Planning Restoration using Equity Index	300,000	300,000	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	100,000	-	-	-	-	-	-	100,000
MSP292- AOPPP: Paratransit Forward Study	385,000	385,000	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	1,500,000	-	-	-	-	-	-	1,500,000
REV234- Tooele County Microtransit & Vehicle Electrification	860,000	493,000	-	-	-	-	169,000	198,000
Property/TOC	13,299,000	-	-	-	-	-	1,955,000	11,344,000
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	160,000	-	-	-	-	-	-	160,000

2023-2027 Program Summary by Funding Source

Program/Project	2023-2027 Total Budget	2023-2027 Total Budget- Grants	2023-2027 Total Budget- Grants Unfunded/Pending	2023-2027 Total Budget- Unfunded Other Sources	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
MSP262- SLCentral HQ Office	2,780,000	-	-	-	-	-	-	2,780,000
MSP263- TOD Working Capital	2,752,000	-	-	-	-	-	-	2,752,000
MSP275- Station Area Planning	2,607,000	-	-	-	-	-	1,955,000	652,000
MSP283- ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	-	5,000,000
Revenue/Service Vehicles	589,036,000	36,767,000	120,000,000	60,000,000	231,442,000	-	4,269,000	136,558,000
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	2,645,000	317,000	-	-	-	-	337,000	1,991,000
REV205- Replacement Non-Revenue Support Vehicles	3,648,000	-	-	-	3,648,000	-	-	-
REV209- Paratransit Replacements	16,520,000	-	-	-	16,520,000	-	-	-
REV211- Replacement Buses	190,856,000	-	-	-	190,400,000	-	-	456,000
REV212- Park City Lo/No Grant	4,543,000	2,790,000	-	-	-	-	1,432,000	321,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	14,100,000	-	-	-	-	-	-	14,100,000
REV232- Van Pool Van Replacements	8,874,000	-	-	-	8,874,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	12,000,000	-	-	-	12,000,000	-	-	-
REV236- VW Battery Buses	22,030,000	13,008,000	-	-	-	-	2,500,000	6,522,000
REV237- GPS Telemetrics System	380,000	-	-	-	-	-	-	380,000
REV238- SD100/SD160 Light Rail Vehicle Replacement	240,000,000	-	120,000,000	60,000,000	-	-	-	60,000,000
SGR040- Light Rail Vehicle Rehab	49,272,000	20,652,000	-	-	-	-	-	28,620,000
SGR353- Commuter Rail Engine Overhaul	6,430,000	-	-	-	-	-	-	6,430,000
SGR386- Repair Damaged LRV	3,323,000	-	-	-	-	-	-	3,323,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	14,415,000	-	-	-	-	-	-	14,415,000
Safety and Security	16,765,000	21,000	-	-	-	-	-	16,744,000
FMA516- Corridor Fencing	307,000	-	-	-	-	-	-	307,000
FMA543- Police Fleet Vehicles	275,000	-	-	-	-	-	-	275,000
FMA557- Bus Safety and Security	186,000	-	-	-	-	-	-	186,000
FMA604- Safety General Projects	610,000	-	-	-	-	-	-	610,000
FMA645- Camera Sustainability	3,484,000	-	-	-	-	-	-	3,484,000
FMA656- Facility Security	224,000	-	-	-	-	-	-	224,000
FMA658- Bus Replacement Camera System	4,629,000	-	-	-	-	-	-	4,629,000
FMA659- Emergency Operations Training	30,000	-	-	-	-	-	-	30,000
FMA676- Security General Projects	223,000	-	-	-	-	-	-	223,000
FMA680- Suicide Prevention Research Project	70,000	21,000	-	-	-	-	-	49,000
FMA681- Arc Flash Analysis	705,000	-	-	-	-	-	-	705,000
FMA684- Police Managed Reserve	900,000	-	-	-	-	-	-	900,000
ICI140- Next Crossing Cameras	230,000	-	-	-	-	-	-	230,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	4,892,000	-	-	-	-	-	-	4,892,000
Grand Total	**1,339,130,000**	**267,040,000**	**200,253,000**	**60,000,000**	**231,442,000**	**64,795,000**	**12,871,000**	**502,729,000**

2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded	2023 Grants-Unfunded/Pending	2023 Unfunded-Other Sources	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
5310 Projects	**8,832,000**	**3,714,000**	**4,011,000**	**-**	**-**	**-**	**1,059,000**	**48,000**
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	415,000	-	385,000	-	-	-	-	30,000
ICI227- Voucher Project	10,000	-	10,000	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	24,000	19,000	-	-	-	-	5,000	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	64,000	51,000	-	-	-	-	13,000	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	144,000	115,000	-	-	-	-	29,000	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	280,000	224,000	-	-	-	-	56,000	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	137,000	109,000	-	-	-	-	28,000	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	215,000	172,000	-	-	-	-	43,000	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	477,000	477,000	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	240,000	240,000	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	175,000	175,000	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	1,231,000	-	985,000	-	-	-	246,000	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	686,000	-	549,000	-	-	-	137,000	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	474,000	-	380,000	-	-	-	94,000	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	383,000	-	383,000	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	677,000	-	677,000	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	260,000	-	260,000	-	-	-	-	-
MSP295- ARPA 5310	249,000	249,000	-	-	-	-	-	-
MSP296- CRRSAA 5310	249,000	249,000	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	1,113,000	816,000	75,000	-	-	-	204,000	18,000
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	628,000	503,000	-	-	-	-	125,000	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	394,000	315,000	-	-	-	-	79,000	-
Capital Construction	**31,099,000**	**22,320,000**	**-**	**-**	**-**	**3,117,000**	**-**	**5,662,000**
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	12,001,000	8,695,000	-	-	-	3,117,000	-	189,000
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	14,785,000	13,625,000	-	-	-	-	-	1,160,000
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	-	-	-	-	-	-	2,050,000
MSP272- Trax Operational Simulator	1,763,000	-	-	-	-	-	-	1,763,000
MSP282- Frontrunner Platform Modification	500,000	-	-	-	-	-	-	500,000
Capital Development	**87,623,000**	**24,594,000**	**760,000**	**-**	**-**	**16,221,000**	**5,189,000**	**40,859,000**
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	36,000	-	-	-	-	-	-	36,000
MSP140- Box Elder County Corridor Preservation	2,075,000	-	-	-	-	-	-	2,075,000
MSP156- Prop 1 Passenger Imp. Davis County	113,000	-	-	-	-	-	-	113,000
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	2,824,000	-	-	-	-	-	2,824,000	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	1,700,000	1,500,000	-	-	-	-	-	200,000
MSP205- TIGER Program of Projects	10,460,000	4,464,000	-	-	-	1,368,000	109,000	4,519,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,101,000	1,035,000	-	-	-	-	-	66,000
MSP208- Clearfield FR Station Trail	1,501,000	1,451,000	-	-	-	-	-	50,000
MSP215- Sharp/Tintic	110,000	-	-	-	-	-	-	110,000
MSP216- Point of the Mountain Transit	3,000,000	2,000,000	-	-	-	1,000,000	-	-

2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants- Awarded	2023 Grants- Unfunded/Pending	2023 Unfunded- Other Sources	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	1,478,000	-	-	-	-	-	-	1,478,000
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	360,000	-	-	-	-	-	-	360,000
MSP252- FrontRunner Forward	3,880,000	-	-	-	-	3,880,000	-	-
MSP253- Mid-Valley Connector	15,001,000	9,228,000	-	-	-	5,773,000	-	-
MSP254- TechLink Corridor	1,200,000	700,000	-	-	-	-	250,000	250,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	3,090,000	-	-	-	-	-	-	3,090,000
MSP259- S-Line Extension	1,870,000	-	-	-	-	1,870,000	-	-
MSP260- Westside Express (5600 West)	1,000,000	-	-	-	-	500,000	-	500,000
MSP264- South Valley Transit	3,830,000	-	-	-	-	1,830,000	2,000,000	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	2,300,000	-	760,000	-	-	-	-	1,540,000
MSP268- Optical Detection Next Steps	109,000	29,000	-	-	-	-	6,000	74,000
MSP269- Warm Springs Sewer Line Relocation	1,496,000	-	-	-	-	-	-	1,496,000
MSP273- Public Partnership Projects	10,000,000	-	-	-	-	-	-	10,000,000
MSP274- Historic Utah Southern Rail Trail	14,000	-	-	-	-	-	-	14,000
MSP286- Utah County Park & Ride Lots	230,000	-	-	-	-	-	-	230,000
MSP287- 900 East UVX Station	4,300,000	4,000,000	-	-	-	-	-	300,000
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	206,000	187,000	-	-	-	-	-	19,000
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	414,000	-	-	-	-	-	-	414,000
MSP291- CareATC Location Build Out	35,000	-	-	-	-	-	-	35,000
MSP293- Sheperd Lane Embankment	300,000	-	-	-	-	-	-	300,000
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	3,090,000	-	-	-	-	-	-	3,090,000
SGR408- Route End of Line (EOL) Enhancements	1,000,000	-	-	-	-	-	-	1,000,000
SGR409- System Restrooms	1,000,000	-	-	-	-	-	-	1,000,000
Contingency	**5,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**5,000,000**
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	**7,021,000**	**-**	**-**	**-**	**-**	**-**	**-**	**7,021,000**
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	571,000	-	-	-	-	-	-	571,000
FMA653- Facilities Rehab and Replacement	1,780,000	-	-	-	-	-	-	1,780,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	560,000	-	-	-	-	-	-	560,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,170,000	-	-	-	-	-	-	1,170,000
FMA685- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA686- Warehouse Equipment Managed Reserve	375,000	-	-	-	-	-	-	375,000
SGR390- Jordan River Bldg 2 Remodel	1,965,000	-	-	-	-	-	-	1,965,000
Information Technology	**17,690,000**	**-**	**-**	**-**	**-**	**-**	**-**	**17,690,000**
ICI001- Passenger Information Signage	3,202,000	-	-	-	-	-	-	3,202,000
ICI005- EFC – Rehab & Replacement	225,000	-	-	-	-	-	-	225,000
ICI146- FrontRunner WiFi Enhancements	712,000	-	-	-	-	-	-	712,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	242,000	-	-	-	-	-	-	242,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	283,000	-	-	-	-	-	-	283,000
ICI191- IT Managed Reserves	446,000	-	-	-	-	-	-	446,000
ICI197- Bus Communications On-Board Technology	102,000	-	-	-	-	-	-	102,000

2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded	2023 Grants-Unfunded/Pending	2023 Unfunded-Other Sources	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	410,000	-	-	-	-	-	-	410,000
ICI199- Rail Communication Onboard Tech	197,000	-	-	-	-	-	-	197,000
ICI201- Server, Storage Infrastructure Equipment & Software	1,681,000	-	-	-	-	-	-	1,681,000
ICI202- Radio Comm Infrastructure	174,000	-	-	-	-	-	-	174,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	486,000	-	-	-	-	-	-	486,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	170,000	-	-	-	-	-	-	170,000
ICI217- Transit Management System	950,000	-	-	-	-	-	-	950,000
ICI222- Fares Systems Replacement Program	5,500,000	-	-	-	-	-	-	5,500,000
ICI223- ERP Analysis	300,000	-	-	-	-	-	-	300,000
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	60,000	-	-	-	-	-	-	60,000
ICI226- New Radio Communication System	2,000,000	-	-	-	-	-	-	2,000,000
ICI228- CPO New HRIS system application upgrade	500,000	-	-	-	-	-	-	500,000
Infrastructure SGR Projects	**51,309,000**	**37,081,000**	**-**	**-**	**-**	**-**	**200,000**	**14,028,000**
MSP189- Signal Pre-emption Projects w/UDOT	200,000	-	-	-	-	-	200,000	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	567,000	-	-	-	-	-	-	567,000
SGR359- Bridge Rehabilitation & Maintenance	625,000	-	-	-	-	-	-	625,000
SGR370- Light Rail Red Signal Enforcement	3,315,000	-	-	-	-	-	-	3,315,000
SGR385- Rail Rehab and Replacement	14,650,000	11,720,000	-	-	-	-	-	2,930,000
SGR393- Grade Crossing Rehab/Replacement	2,750,000	2,200,000	-	-	-	-	-	550,000
SGR397- Traction Power Rehab/Replacement	15,332,000	12,265,000	-	-	-	-	-	3,067,000
SGR398- OCS Rehab/Replace	2,000,000	1,600,000	-	-	-	-	-	400,000
SGR401- Ballast and Tie Rehab/Replacement	250,000	-	-	-	-	-	-	250,000
SGR403- Train Control Rehab/Replacement	4,400,000	3,520,000	-	-	-	-	-	880,000
SGR404- Rail Switches/Trackwork Controls	2,820,000	2,256,000	-	-	-	-	-	564,000
SGR410- Fiber Rehab/Replacement	4,400,000	3,520,000	-	-	-	-	-	880,000
Planning	**4,127,000**	**1,514,000**	**-**	**-**	**-**	**-**	**169,000**	**2,444,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	412,000	336,000	-	-	-	-	-	76,000
ICI221- Customer Relations Software Replacement	270,000	-	-	-	-	-	-	270,000
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	300,000	300,000	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	100,000	-	-	-	-	-	-	100,000
MSP292- AOPPP: Paratransit Forward Study	385,000	385,000	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	860,000	493,000	-	-	-	-	169,000	198,000
Property/TOC	**8,627,000**	**-**	**-**	**-**	**-**	**-**	**935,000**	**7,692,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	1,780,000	-	-	-	-	-	-	1,780,000
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	1,119,000	-	-	-	-	-	935,000	184,000
MSP283- ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	-	5,000,000
Revenue/Service Vehicles	**92,249,000**	**26,706,000**	**-**	**-**	**41,755,000**	**-**	**3,957,000**	**19,831,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	113,000	20,000	-	-	-	-	25,000	68,000
REV205- Replacement Non-Revenue Support Vehicles	1,148,000	-	-	-	1,148,000	-	-	-
REV209- Paratransit Replacements	3,328,000	-	-	-	3,328,000	-	-	-
REV211- Replacement Buses	31,452,000	-	-	-	31,356,000	-	-	96,000
REV212- Park City Lo/No Grant	4,543,000	2,790,000	-	-	-	-	1,432,000	321,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	2,100,000	-	-	-	-	-	-	2,100,000
REV232- Van Pool Van Replacements	1,923,000	-	-	-	1,923,000	-	-	-

2023 Details

Department/ Project Code/Project Name	2023 Total Budget	2023 Grants-Awarded	2023 Grants-Unfunded/Pending	2023 Unfunded-Other Sources	2023 Lease	2023 State	2023 Local Partner	2023 UTA Local
REV233- Commuter Rail Vehicle Procurement - Used	4,000,000	-	-	-	4,000,000	-	-	-
REV236- VW Battery Buses	22,030,000	13,008,000	-	-	-	-	2,500,000	6,522,000
REV237- GPS Telemetrics System	380,000	-	-	-	-	-	-	380,000
REV238- SD100/SD160 Light Rail Vehicle Replacement	2,000,000	-	-	-	-	-	-	2,000,000
SGR040- Light Rail Vehicle Rehab	13,610,000	10,888,000	-	-	-	-	-	2,722,000
SGR353- Commuter Rail Engine Overhaul	3,035,000	-	-	-	-	-	-	3,035,000
SGR386- Repair Damaged LRV	1,422,000	-	-	-	-	-	-	1,422,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	1,165,000	-	-	-	-	-	-	1,165,000
Safety and Security	**5,420,000**	**-**	**-**	**-**	**-**	**-**	**-**	**5,420,000**
FMA516- Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA543- Police Fleet Vehicles	51,000	-	-	-	-	-	-	51,000
FMA557- Bus Safety and Security	30,000	-	-	-	-	-	-	30,000
FMA604- Safety General Projects	100,000	-	-	-	-	-	-	100,000
FMA645- Camera Sustainability	670,000	-	-	-	-	-	-	670,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000
FMA658- Bus Replacement Camera System	2,145,000	-	-	-	-	-	-	2,145,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	15,000
FMA676- Security General Projects	120,000	-	-	-	-	-	-	120,000
FMA680- Suicide Prevention Research Project	40,000	-	-	-	-	-	-	40,000
FMA681- Arc Flash Analysis	705,000	-	-	-	-	-	-	705,000
FMA684- Police Managed Reserve	300,000	-	-	-	-	-	-	300,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	1,104,000	-	-	-	-	-	-	1,104,000
Grand Total	**318,997,000**	**115,929,000**	**4,771,000**	**-**	**41,755,000**	**19,338,000**	**11,509,000**	**125,695,000**

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2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
5310 Projects	**681,000**	**-**	**461,000**	**-**	**-**	**-**	**-**	**220,000**
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	374,000	-	154,000	-	-	-	-	220,000
ICI227- Voucher Project	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	-	-	-	-	-	-	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	-	-	-	-	-	-	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	-	-	-	-	-	-	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP295- ARPA 5310	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	-	-	-	-	-	-	-	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	-	-	-	-	-	-	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	-	-	-	-	-	-	-	-
Capital Construction	**2,050,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,050,000**
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	2,050,000	-	-	-	-	-	-	2,050,000
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP282- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
Capital Development	**103,213,000**	**32,259,000**	**16,022,000**	**-**	**-**	**27,432,000**	**30,000**	**27,470,000**
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	5,864,000	-	5,436,000	-	-	-	-	428,000
MSP205- TIGER Program of Projects	2,809,000	1,222,000	-	-	-	375,000	30,000	1,182,000
MSP207- 3300/3500 South MAX Exp/Optimization	1,001,000	941,000	-	-	-	-	-	60,000
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	395,000	-	-	-	-	-	-	395,000
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	500,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	360,000	-	-	-	-	-	-	360,000
MSP252- FrontRunner Forward	500,000	-	-	-	-	500,000	-	-
MSP253- Mid-Valley Connector	45,103,000	27,746,000	-	-	-	17,357,000	-	-
MSP254- TechLink Corridor	1,200,000	250,000	-	-	-	-	-	950,000
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	5,900,000	-	-	-	-	-	-	5,900,000
MSP259- S-Line Extension	6,700,000	-	-	-	-	6,700,000	-	-
MSP260- Westside Express (5600 West)	9,086,000	-	9,086,000	-	-	-	-	-
MSP264- South Valley Transit	2,000,000	-	-	-	-	2,000,000	-	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	2,300,000	-	1,500,000	-	-	-	-	800,000
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warm Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP286- Utah County Park & Ride Lots	2,220,000	2,100,000	-	-	-	-	-	120,000
MSP287- 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
MSP291- CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP293- Sheperd Lane Embankment	3,700,000	-	-	-	-	-	-	3,700,000
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,000,000	-	-	-	-	-	-	1,000,000
SGR408- Route End of Line (EOL) Enhancements	1,500,000	-	-	-	-	-	-	1,500,000
SGR409- System Restrooms	1,000,000	-	-	-	-	-	-	1,000,000
Contingency	**5,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**5,000,000**
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	**16,117,000**	**-**	**-**	**-**	**-**	**-**	**-**	**16,117,000**
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	500,000	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,500,000	-	-	-	-	-	-	1,500,000

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
FMA672- Park and Ride Rehab/Replacement	750,000	-	-	-	-	-	-	750,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
FMA685- Wheel Truing Machine JRSC	4,000,000	-	-	-	-	-	-	4,000,000
FMA686- Warehouse Equipment Managed Reserve	117,000	-	-	-	-	-	-	117,000
SGR390- Jordan River Bldg 2 Remodel	8,000,000	-	-	-	-	-	-	8,000,000
Information Technology	**25,483,000**	**-**	**-**	**-**	**-**	**-**	**-**	**25,483,000**
ICI001- Passenger Information Signage	350,000	-	-	-	-	-	-	350,000
ICI005- EFC – Rehab & Replacement	150,000	-	-	-	-	-	-	150,000
ICI146- FrontRunner WiFi Enhancements	100,000	-	-	-	-	-	-	100,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	271,000	-	-	-	-	-	-	271,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	100,000	-	-	-	-	-	-	100,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	283,000	-	-	-	-	-	-	283,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	269,000	-	-	-	-	-	-	269,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	243,000	-	-	-	-	-	-	243,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	13,867,000	-	-	-	-	-	-	13,867,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	8,000,000	-	-	-	-	-	-	8,000,000
ICI228- CPO New HRIS system application upgrade	1,000,000	-	-	-	-	-	-	1,000,000
Infrastructure SGR Projects	**40,623,000**	**22,613,000**	**-**	**-**	**-**	**-**	**-**	**18,010,000**
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	534,000	-	-	-	-	-	-	534,000
SGR359- Bridge Rehabilitation & Maintenance	472,000	-	-	-	-	-	-	472,000
SGR370- Light Rail Red Signal Enforcement	3,500,000	-	-	-	-	-	-	3,500,000
SGR385- Rail Rehab and Replacement	3,500,000	800,000	-	-	-	-	-	2,700,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	400,000	-	-	-	-	-	2,600,000
SGR397- Traction Power Rehab/Replacement	15,332,000	12,265,000	-	-	-	-	-	3,067,000
SGR398- OCS Rehab/Replace	2,035,000	1,628,000	-	-	-	-	-	407,000
SGR401- Ballast and Tie Rehab/Replacement	350,000	-	-	-	-	-	-	350,000
SGR403- Train Control Rehab/Replacement	8,600,000	4,880,000	-	-	-	-	-	3,720,000
SGR404- Rail Switches/Trackwork Controls	1,300,000	1,040,000	-	-	-	-	-	260,000
SGR410- Fiber Rehab/Replacement	2,000,000	1,600,000	-	-	-	-	-	400,000

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
Planning	**1,935,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,935,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	135,000	-	-	-	-	-	-	135,000
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	**2,634,000**	**-**	**-**	**-**	**-**	**-**	**690,000**	**1,944,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	1,000,000	-	-	-	-	-	-	1,000,000
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	906,000	-	-	-	-	-	690,000	216,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	**77,910,000**	**7,452,000**	**-**	**-**	**52,201,000**	**-**	**100,000**	**18,157,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	661,000	65,000	-	-	-	-	100,000	496,000
REV205- Replacement Non-Revenue Support Vehicles	500,000	-	-	-	500,000	-	-	-
REV209- Paratransit Replacements	3,328,000	-	-	-	3,328,000	-	-	-
REV211- Replacement Buses	38,787,000	-	-	-	38,697,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,676,000	-	-	-	1,676,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	8,000,000	-	-	-	8,000,000	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	5,000,000	-	-	-	-	-	-	5,000,000
SGR040- Light Rail Vehicle Rehab	10,662,000	7,387,000	-	-	-	-	-	3,275,000
SGR353- Commuter Rail Engine Overhaul	2,395,000	-	-	-	-	-	-	2,395,000
SGR386- Repair Damaged LRV	1,901,000	-	-	-	-	-	-	1,901,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	2,000,000	-	-	-	-	-	-	2,000,000
Safety and Security	**2,823,000**	**21,000**	**-**	**-**	**-**	**-**	**-**	**2,802,000**
FMA516- Corridor Fencing	55,000	-	-	-	-	-	-	55,000
FMA543- Police Fleet Vehicles	53,000	-	-	-	-	-	-	53,000
FMA557- Bus Safety and Security	33,000	-	-	-	-	-	-	33,000
FMA604- Safety General Projects	110,000	-	-	-	-	-	-	110,000
FMA645- Camera Sustainability	682,000	-	-	-	-	-	-	682,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	-	-	-	-	-	-	-	-
FMA676- Security General Projects	22,000	-	-	-	-	-	-	22,000
FMA680- Suicide Prevention Research Project	30,000	21,000	-	-	-	-	-	9,000

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	70,000	-	-	-	-	-	-	70,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	**278,469,000**	**62,345,000**	**16,483,000**	**-**	**52,201,000**	**27,432,000**	**820,000**	**119,188,000**

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
5310 Projects	**307,000**	**-**	**307,000**	**-**	**-**	**-**	**-**	**-**
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	-	-	-	-	-	-	-	-
ICI227- Voucher Project	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	-	-	-	-	-	-	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	-	-	-	-	-	-	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	-	-	-	-	-	-	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP295- ARPA 5310	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	-	-	-	-	-	-	-	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	-	-	-	-	-	-	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	-	-	-	-	-	-	-	-
Capital Construction	**1,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,000,000**
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	1,000,000	-	-	-	-	-	-	1,000,000
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP282- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
Capital Development	**119,889,000**	**34,531,000**	**46,690,000**	**-**	**-**	**15,625,000**	**-**	**23,043,000**
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	35,566,000	-	32,868,000	-	-	-	-	2,698,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207- 3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	-	-	-	-	-	-	-	-
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	500,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	500,000	-	-	-	-	-	-	500,000
MSP252- FrontRunner Forward	500,000	-	-	-	-	500,000	-	-
MSP253- Mid-Valley Connector	43,976,000	32,431,000	-	-	-	11,545,000	-	-
MSP254- TechLink Corridor	5,000,000	-	5,000,000	-	-	-	-	-
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	2,200,000	-	-	-	-	-	-	2,200,000
MSP259- S-Line Extension	3,080,000	-	-	-	-	3,080,000	-	-
MSP260- Westside Express (5600 West)	7,322,000	-	7,322,000	-	-	-	-	-
MSP264- South Valley Transit	2,620,000	-	-	-	-	-	-	2,620,000
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	3,300,000	-	1,500,000	-	-	-	-	1,800,000
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warm Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP286- Utah County Park & Ride Lots	2,550,000	2,100,000	-	-	-	-	-	450,000
MSP287- 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
MSP291- CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP293- Sheperd Lane Embankment	-	-	-	-	-	-	-	-
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,100,000	-	-	-	-	-	-	1,100,000
SGR408- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409- System Restrooms	1,100,000	-	-	-	-	-	-	1,100,000
Contingency	**5,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**5,000,000**
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	**6,245,000**	**-**	**-**	**-**	**-**	**-**	**-**	**6,245,000**
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	1,000,000	-	-	-	-	-	-	1,000,000
FMA653- Facilities Rehab and Replacement	2,000,000	-	-	-	-	-	-	2,000,000

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
FMA672- Park and Ride Rehab/Replacement	1,000,000	-	-	-	-	-	-	1,000,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
FMA685- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA686- Warehouse Equipment Managed Reserve	95,000	-	-	-	-	-	-	95,000
SGR390- Jordan River Bldg 2 Remodel	900,000	-	-	-	-	-	-	900,000
Information Technology	**15,036,000**	**-**	**-**	**-**	**-**	**-**	**-**	**15,036,000**
ICI001- Passenger Information Signage	-	-	-	-	-	-	-	-
ICI005- EFC – Rehab & Replacement	-	-	-	-	-	-	-	-
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	313,000	-	-	-	-	-	-	313,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	100,000	-	-	-	-	-	-	100,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	260,000	-	-	-	-	-	-	260,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	286,000	-	-	-	-	-	-	286,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	243,000	-	-	-	-	-	-	243,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	11,434,000	-	-	-	-	-	-	11,434,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	500,000	-	-	-	-	-	-	500,000
ICI228- CPO New HRIS system application upgrade	1,000,000	-	-	-	-	-	-	1,000,000
Infrastructure SGR Projects	**35,095,000**	**18,003,000**	**-**	**-**	**-**	**-**	**-**	**17,092,000**
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	603,000	-	-	-	-	-	-	603,000
SGR359- Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	-	400,000
SGR370- Light Rail Red Signal Enforcement	3,000,000	-	-	-	-	-	-	3,000,000
SGR385- Rail Rehab and Replacement	4,000,000	-	-	-	-	-	-	4,000,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	-	-	-	-	-	-	3,000,000
SGR397- Traction Power Rehab/Replacement	6,152,000	4,921,000	-	-	-	-	-	1,231,000
SGR398- OCS Rehab/Replace	8,000,000	6,400,000	-	-	-	-	-	1,600,000
SGR401- Ballast and Tie Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
SGR403- Train Control Rehab/Replacement	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	1,000,000	-	-	-	-	-	1,000,000
SGR410- Fiber Rehab/Replacement	1,540,000	882,000	-	-	-	-	-	658,000

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
Planning	**1,800,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,800,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	**1,184,000**	**-**	**-**	**-**	**-**	**-**	**330,000**	**854,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	456,000	-	-	-	-	-	330,000	126,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	**81,935,000**	**200,000**	**-**	**-**	**47,826,000**	**-**	**100,000**	**33,809,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	1,269,000	200,000	-	-	-	-	100,000	969,000
REV205- Replacement Non-Revenue Support Vehicles	500,000	-	-	-	500,000	-	-	-
REV209- Paratransit Replacements	2,883,000	-	-	-	2,883,000	-	-	-
REV211- Replacement Buses	42,816,000	-	-	-	42,726,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,717,000	-	-	-	1,717,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	16,000,000	-	-	-	-	-	-	16,000,000
SGR040- Light Rail Vehicle Rehab	9,000,000	-	-	-	-	-	-	9,000,000
SGR353- Commuter Rail Engine Overhaul	1,000,000	-	-	-	-	-	-	1,000,000
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
Safety and Security	**2,817,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,817,000**
FMA516- Corridor Fencing	61,000	-	-	-	-	-	-	61,000
FMA543- Police Fleet Vehicles	55,000	-	-	-	-	-	-	55,000
FMA557- Bus Safety and Security	37,000	-	-	-	-	-	-	37,000
FMA604- Safety General Projects	121,000	-	-	-	-	-	-	121,000
FMA645- Camera Sustainability	696,000	-	-	-	-	-	-	696,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	15,000
FMA676- Security General Projects	24,000	-	-	-	-	-	-	24,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	**270,308,000**	**52,734,000**	**46,997,000**	**-**	**47,826,000**	**15,625,000**	**430,000**	**106,696,000**

2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
5310 Projects	**307,000**	**-**	**307,000**	**-**	**-**	**-**	**-**	**-**
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	-	-	-	-	-	-	-	-
ICI227- Voucher Project	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	-	-	-	-	-	-	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	-	-	-	-	-	-	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	-	-	-	-	-	-	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP295- ARPA 5310	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	-	-	-	-	-	-	-	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	-	-	-	-	-	-	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	-	-	-	-	-	-	-	-
Capital Construction	**500,000**	**-**	**-**	**-**	**-**	**-**	**-**	**500,000**
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	500,000	-	-	-	-	-	-	500,000
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP282- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
Capital Development	**27,094,000**	**-**	**11,388,000**	**-**	**-**	**1,300,000**	**-**	**14,406,000**
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-

2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	12,519,000	-	11,388,000	-	-	-	-	1,131,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207- 3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	-	-	-	-	-	-	-	-
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	500,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	500,000	-	-	-	-	-	-	500,000
MSP252- FrontRunner Forward	800,000	-	-	-	-	800,000	-	-
MSP253- Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259- S-Line Extension	-	-	-	-	-	-	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP264- South Valley Transit	-	-	-	-	-	-	-	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warm Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP286- Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287- 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
MSP291- CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP293- Sheperd Lane Embankment	-	-	-	-	-	-	-	-
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,100,000	-	-	-	-	-	-	1,100,000
SGR408- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409- System Restrooms	1,100,000	-	-	-	-	-	-	1,100,000
Contingency	**5,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**5,000,000**
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	**3,527,000**	**-**	**-**	**-**	**-**	**-**	**-**	**3,527,000**
FMA559- Office Equipment Reserve	100,000	-	-	-	-	-	-	100,000
FMA652- Facilities, Equipment Managed Reserve	500,000	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,000,000	-	-	-	-	-	-	1,000,000

2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	500,000	-	-	-	-	-	-	500,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
FMA685- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA686- Warehouse Equipment Managed Reserve	27,000	-	-	-	-	-	-	27,000
SGR390- Jordan River Bldg 2 Remodel	-	-	-	-	-	-	-	-
Information Technology	**8,764,000**	**-**	**-**	**-**	**-**	**-**	**-**	**8,764,000**
ICI001- Passenger Information Signage	-	-	-	-	-	-	-	-
ICI005- EFC – Rehab & Replacement	-	-	-	-	-	-	-	-
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	279,000	-	-	-	-	-	-	279,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	475,000	-	-	-	-	-	-	475,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	173,000	-	-	-	-	-	-	173,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	-	-	-	-	-	-	-	-
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	6,587,000	-	-	-	-	-	-	6,587,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	150,000	-	-	-	-	-	-	150,000
ICI228- CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
Infrastructure SGR Projects	**27,963,000**	**15,623,000**	**-**	**-**	**-**	**-**	**-**	**12,340,000**
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	510,000	-	-	-	-	-	-	510,000
SGR359- Bridge Rehabilitation & Maintenance	320,000	-	-	-	-	-	-	320,000
SGR370- Light Rail Red Signal Enforcement	2,500,000	-	-	-	-	-	-	2,500,000
SGR385- Rail Rehab and Replacement	4,000,000	3,200,000	-	-	-	-	-	800,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	2,400,000	-	-	-	-	-	600,000
SGR397- Traction Power Rehab/Replacement	800,000	-	-	-	-	-	-	800,000
SGR398- OCS Rehab/Replace	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR401- Ballast and Tie Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
SGR403- Train Control Rehab/Replacement	7,543,000	3,423,000	-	-	-	-	-	4,120,000
SGR404- Rail Switches/Trackwork Controls	2,250,000	1,800,000	-	-	-	-	-	450,000
SGR410- Fiber Rehab/Replacement	640,000	-	-	-	-	-	-	640,000

2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
Planning	**1,800,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,800,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	**791,000**	**-**	**-**	**-**	**-**	**-**	**-**	**791,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	63,000	-	-	-	-	-	-	63,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	**145,664,000**	**2,407,000**	**36,500,000**	**-**	**56,744,000**	**-**	**100,000**	**49,913,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	580,000	30,000	-	-	-	-	100,000	450,000
REV205- Replacement Non-Revenue Support Vehicles	750,000	-	-	-	750,000	-	-	-
REV209- Paratransit Replacements	3,435,000	-	-	-	3,435,000	-	-	-
REV211- Replacement Buses	50,891,000	-	-	-	50,801,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,758,000	-	-	-	1,758,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	73,500,000	-	36,500,000	-	-	-	-	37,000,000
SGR040- Light Rail Vehicle Rehab	8,000,000	2,377,000	-	-	-	-	-	5,623,000
SGR353- Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
Safety and Security	**2,793,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,793,000**
FMA516- Corridor Fencing	67,000	-	-	-	-	-	-	67,000
FMA543- Police Fleet Vehicles	57,000	-	-	-	-	-	-	57,000
FMA557- Bus Safety and Security	41,000	-	-	-	-	-	-	41,000
FMA604- Safety General Projects	133,000	-	-	-	-	-	-	133,000
FMA645- Camera Sustainability	710,000	-	-	-	-	-	-	710,000
FMA656- Facility Security	-	-	-	-	-	-	-	-
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	-	-	-	-	-	-	-	-
FMA676- Security General Projects	27,000	-	-	-	-	-	-	27,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-

2026 Details

Department/ Project Code/Project Name	2026 Total Budget	2026 Grants-Awarded	2026 Grants-Unfunded/Pending	2026 Unfunded-Other Sources	2026 Lease	2026 State	2026 Local Partner	2026 UTA Local
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	**224,203,000**	**18,030,000**	**48,195,000**	**-**	**56,744,000**	**1,300,000**	**100,000**	**99,834,000**

2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
5310 Projects	**307,000**	**-**	**307,000**	**-**	**-**	**-**	**-**	**-**
CDA006- 5310 Admin Funds	307,000	-	307,000	-	-	-	-	-
ICI181- Mobility Management	-	-	-	-	-	-	-	-
ICI213- E Voucher Phase 2	-	-	-	-	-	-	-	-
ICI227- Voucher Project	-	-	-	-	-	-	-	-
MSP175- 5310 Ogden/Layton Funds	-	-	-	-	-	-	-	-
MSP179- FFY 15/17 - 5310 Program - OGDEN/LAYTON	-	-	-	-	-	-	-	-
MSP180- FFY 15/17 - 5310 Program - PROVO/OREM	-	-	-	-	-	-	-	-
MSP181- FFY 15/17 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP220- FFY 17/18 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP221- FFY 17/18 - 5310 Program - Odgen/Layton	-	-	-	-	-	-	-	-
MSP222- FFY 17/18 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP249- FFY 19/20 - 5310 Program - SLC/West Valley (Operating)	-	-	-	-	-	-	-	-
MSP250- FFY 19/20 - 5310 Program - Ogden/Layton (Operating)	-	-	-	-	-	-	-	-
MSP251- FFY 19/20 - 5310 Program - Provo/Orem (Operating)	-	-	-	-	-	-	-	-
MSP276- FFY 2022 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP277- FFY 2022 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP278- FFY 2022 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP279- FFY 2021 - 5310 Program - Ogden/Layton	-	-	-	-	-	-	-	-
MSP280- FFY 2021 - 5310 Program - SLC/West Valley	-	-	-	-	-	-	-	-
MSP281- FFY 2021 - 5310 Program - Provo/Orem	-	-	-	-	-	-	-	-
MSP295- ARPA 5310	-	-	-	-	-	-	-	-
MSP296- CRRSAA 5310	-	-	-	-	-	-	-	-
MSP297- FFY19/20 - 5310 Program - SLC/West Valley (Capital)	-	-	-	-	-	-	-	-
MSP298- FFY19/20 - 5310 Program - Ogden/Layton (Capital)	-	-	-	-	-	-	-	-
MSP299- FFY19/20 - 5310 Program - Provo/Orem (Capital)	-	-	-	-	-	-	-	-
Capital Construction	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
MSP081- Tooele Bus Facility	-	-	-	-	-	-	-	-
MSP102- Depot District	-	-	-	-	-	-	-	-
MSP122- Positive Train Control	-	-	-	-	-	-	-	-
MSP124- Airport Station Relocation	-	-	-	-	-	-	-	-
MSP185- Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP194- 650 South Station	-	-	-	-	-	-	-	-
MSP227- Meadowbrook Expansion	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms- Salt Lake County	-	-	-	-	-	-	-	-
MSP271- MOW Training Yard	-	-	-	-	-	-	-	-
MSP272- Trax Operational Simulator	-	-	-	-	-	-	-	-
MSP282- Frontrunner Platform Modification	-	-	-	-	-	-	-	-
Capital Development	**14,375,000**	**-**	**-**	**-**	**-**	**1,100,000**	**-**	**13,275,000**
FMA683- Apprenticeship Training Aids	-	-	-	-	-	-	-	-
MSP096- Provo-Orem BRT	-	-	-	-	-	-	-	-
MSP132- Technical Support for ICPS Maintenance and Enhancements	-	-	-	-	-	-	-	-
MSP140- Box Elder County Corridor Preservation	1,575,000	-	-	-	-	-	-	1,575,000
MSP156- Prop 1 Passenger Imp. Davis County	-	-	-	-	-	-	-	-

2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
MSP162- Electric Bus Purchase Lo/No Grant	-	-	-	-	-	-	-	-
MSP193- Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP196- Bus Stop Imp System-Wide ADA	-	-	-	-	-	-	-	-
MSP202- Davis-SLC Community Connector	-	-	-	-	-	-	-	-
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207- 3300/3500 South MAX Exp/Optimization	-	-	-	-	-	-	-	-
MSP208- Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215- Sharp/Tintic	-	-	-	-	-	-	-	-
MSP216- Point of the Mountain Transit	500,000	-	-	-	-	500,000	-	-
MSP224- Bus Stop Improvements- Utah County	-	-	-	-	-	-	-	-
MSP229- Bus Stop Imp/signage - SL County	-	-	-	-	-	-	-	-
MSP232- Northern Utah County Double Track	-	-	-	-	-	-	-	-
MSP248- Planning & Environmental Analysis	500,000	-	-	-	-	-	-	500,000
MSP252- FrontRunner Forward	600,000	-	-	-	-	600,000	-	-
MSP253- Mid-Valley Connector	-	-	-	-	-	-	-	-
MSP254- TechLink Corridor	-	-	-	-	-	-	-	-
MSP255- Central Corridor Transit	-	-	-	-	-	-	-	-
MSP258- Mt. Ogden Admin Bldg. Expansion	-	-	-	-	-	-	-	-
MSP259- S-Line Extension	-	-	-	-	-	-	-	-
MSP260- Westside Express (5600 West)	-	-	-	-	-	-	-	-
MSP265- Program Management Support	3,300,000	-	-	-	-	-	-	3,300,000
MSP266- 3500 South TSP Upgrade	-	-	-	-	-	-	-	-
MSP267- New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP268- Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP269- Warm Springs Sewer Line Relocation	-	-	-	-	-	-	-	-
MSP273- Public Partnership Projects	-	-	-	-	-	-	-	-
MSP274- Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-
MSP286- Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287- 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288- Sustainability Project Pool	200,000	-	-	-	-	-	-	200,000
MSP289- Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit Vehicle Electric Chargers for micro transit	-	-	-	-	-	-	-	-
MSP291- CareATC Location Build Out	-	-	-	-	-	-	-	-
MSP293- Sheperd Lane Embankment	-	-	-	-	-	-	-	-
REV239- HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
SGR358- Frontrunner Paint Booth	-	-	-	-	-	-	-	-
SGR407- Bus Stop Enhancements	1,100,000	-	-	-	-	-	-	1,100,000
SGR408- Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	500,000
SGR409- System Restrooms	1,100,000	-	-	-	-	-	-	1,100,000
Contingency	**5,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**5,000,000**
MSP999- Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
Facilities- SGR	**3,823,000**	**-**	**-**	**-**	**-**	**-**	**-**	**3,823,000**
FMA559- Office Equipment Reserve	-	-	-	-	-	-	-	-
FMA652- Facilities, Equipment Managed Reserve	750,000	-	-	-	-	-	-	750,000

2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
FMA653- Facilities Rehab and Replacement	1,000,000	-	-	-	-	-	-	1,000,000
FMA672- Park and Ride Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	1,200,000	-	-	-	-	-	-	1,200,000
FMA685- Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA686- Warehouse Equipment Managed Reserve	123,000	-	-	-	-	-	-	123,000
SGR390- Jordan River Bldg 2 Remodel	-	-	-	-	-	-	-	-
Information Technology	**2,023,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,023,000**
ICI001- Passenger Information Signage	-	-	-	-	-	-	-	-
ICI005- EFC – Rehab & Replacement	-	-	-	-	-	-	-	-
ICI146- FrontRunner WiFi Enhancements	50,000	-	-	-	-	-	-	50,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	150,000	-	-	-	-	-	-	150,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	200,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	250,000	-	-	-	-	-	-	250,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	173,000	-	-	-	-	-	-	173,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	-	-	-	-	-	-	-	-
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	200,000	-	-	-	-	-	-	200,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	150,000	-	-	-	-	-	-	150,000
ICI228- CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
Infrastructure SGR Projects	**25,572,000**	**18,000,000**	**-**	**-**	**-**	**-**	**-**	**7,572,000**
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	530,000	-	-	-	-	-	-	530,000
SGR359- Bridge Rehabilitation & Maintenance	400,000	-	-	-	-	-	-	400,000
SGR370- Light Rail Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385- Rail Rehab and Replacement	4,000,000	3,200,000	-	-	-	-	-	800,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	1,607,000	-	-	-	-	-	1,393,000
SGR397- Traction Power Rehab/Replacement	-	-	-	-	-	-	-	-
SGR398- OCS Rehab/Replace	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR401- Ballast and Tie Rehab/Replacement	400,000	-	-	-	-	-	-	400,000
SGR403- Train Control Rehab/Replacement	7,492,000	5,993,000	-	-	-	-	-	1,499,000

2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
SGR404- Rail Switches/Trackwork Controls	3,000,000	2,400,000	-	-	-	-	-	600,000
SGR410- Fiber Rehab/Replacement	750,000	-	-	-	-	-	-	750,000
Planning	**1,800,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,800,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	**63,000**	**-**	**-**	**-**	**-**	**-**	**-**	**63,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	-	-	-	-	-	-	-	-
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	-	-	-	-	-	-	-	-
MSP275- Station Area Planning	63,000	-	-	-	-	-	-	63,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	**191,278,000**	**2,000**	**83,500,000**	**60,000,000**	**32,916,000**	**-**	**12,000**	**14,848,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	22,000	2,000	-	-	-	-	12,000	8,000
REV205- Replacement Non-Revenue Support Vehicles	750,000	-	-	-	750,000	-	-	-
REV209- Paratransit Replacements	3,546,000	-	-	-	3,546,000	-	-	-
REV211- Replacement Buses	26,910,000	-	-	-	26,820,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,800,000	-	-	-	1,800,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	143,500,000	-	83,500,000	60,000,000	-	-	-	-
SGR040- Light Rail Vehicle Rehab	8,000,000	-	-	-	-	-	-	8,000,000
SGR353- Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
Safety and Security	**2,912,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,912,000**
FMA516- Corridor Fencing	74,000	-	-	-	-	-	-	74,000
FMA543- Police Fleet Vehicles	59,000	-	-	-	-	-	-	59,000
FMA557- Bus Safety and Security	45,000	-	-	-	-	-	-	45,000
FMA604- Safety General Projects	146,000	-	-	-	-	-	-	146,000
FMA645- Camera Sustainability	726,000	-	-	-	-	-	-	726,000
FMA656- Facility Security	74,000	-	-	-	-	-	-	74,000
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000

2027 Details

Department/ Project Code/Project Name	2027 Total Budget	2027 Grants-Awarded	2027 Grants-Unfunded/Pending	2027 Unfunded-Other Sources	2027 Lease	2027 State	2027 Local Partner	2027 UTA Local
FMA659- Emergency Operations Training	-	-	-	-	-	-	-	-
FMA676- Security General Projects	30,000	-	-	-	-	-	-	30,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	**247,153,000**	**18,002,000**	**83,807,000**	**60,000,000**	**32,916,000**	**1,100,000**	**12,000**	**51,316,000**

2023 Tentative Budget Final Public Engagement & Comment Summary

12/12/2022

The public comment period for UTA's 2023 Tentative Budget opened November 10, 2022 and concluded December 10, 2022. This final report contains comments received by stakeholders and the public during the public comment period in reference to UTA's 2023 Tentative Budget.

Public Engagement Summary:

Public Comment Period
November 10 – December 10, 2022

Public Notice
Published in major newspapers of general circulation, including Salt Lake Tribune, Deseret News, Daily Herald, Standard Examiner, and Tooele Transcript. Additionally, the public notice was published on the Utah Public Notice Website.

Public Open House & Hearing
A public open house, followed by the official public hearing was held on the evening of November 10, 2022. In-person and virtual join options were available.

Opportunities to Engage
Communities were encouraged to submit comments via email, phone, mail, or online. Information was made available, in both comprehensive and summary formats, on rideuta.com/budget.

Public Comments

Stakeholders:

UTA received 6 responses from stakeholders confirming receipt of the Tentative 2023 Budget materials and/or sharing comments (signature sheets and comments can be found in Appendix 1):

1. Herriman City – no objection
2. Riverton City – objection, comments
3. Kearns Metro Township – no objection
4. Provo City – no objection
5. Davis County – no objection
6. Sandy City – comments only

Public:

25 comments from members of the public were received regarding the 2023 Tentative Budget.

1	*Jess Oveson* Please please please bring back the ski bus to Alta on its full schedule from the last several seasons. Skiing is so expensive and as a mom I can use all the help I can get getting up the canyon.
2	*Van R Reese* Didn't the legislature allocate money for double tracks on the Frontrunner line? I don't see anything about that in the budget. What is going on with that?
3	*Brian Nordberg*

	2023 budget has substantial increases from 2022. Given the reduction in bus services, I see no need for any increases in budget. In fact, UTA's budget should be decreased by exactly the number of buses runs they have removed. My express bus to the University of Utah, that always ran full has been removed. Meaning UTA is no longer an option for 50 or so riders every day. So, let's start by reducing UTA's budget by the revenue those 50 riders per day generated. UTA has slashed ski bus services, so the budget needs to be reduced as the expense of bus service is now reduced. There is no reason that UTA's budget needs to be increase for 2023 when services and ridership have both decreased.
4	*Omar Muhyar* I think we need to dramatically increase budget spend on UTA ski bus service, namely, to address the gridlock issues in the Cottonwoods. It's ridiculous that we should all have to suffer along the Wasatch Front, especially those of us who a.) rely on the ski bus to get to the resorts for work and recreation, and b.) those of us who live along the areas most affected by the traffic issues leading up the resorts. I'd even be comfortable increasing my taxes to fund an increase in bus service. Although I realize it's been difficult to find drivers at the pay scale you've offered them, we need to collectively ensure our roads aren't a sitting parking lot in the wintertime and increasing the capacity of buses running up the resorts are the best way to do this.
5	*Tara Morin* With the resorts opening we can see how vital having access to the ski bus service is for our canyon. We need to put more money in increasing access to the ski bus and not decrease funding for it.
6	*Felicity* Are there any plans to include more public transit reach in places like Holladay and West Valley City?
7	*Ethan Sherman* I cancelled my trip to Alta/Snowbird because of the bus. You cost Utah $1,500 because you won't pay someone $10/hour more.
8	*David Hackbarth* This is a letter extremely critical of the UTA recent changes regarding bus service to Alta ski area. Elimination of the use of the bypass road and the elimination of the Goldminers daughter bus stop is a major disaster for Alta bus riders! In addition when the main road is closed due to avalanche danger the lack of bus service for riders who have used the UTA bus to Albion bus stop will be stranded. What type of service is this? It seems to me UTA has not worked at all effectively with the Utah DOT and Alta ski area to mitigate the safety concerns that UTA has. Please show some leadership and step up to correct these major inconvenience errors to a large part of the Alta bus riders!
9	*Laura Sim* It is with utmost respect that I am writing in regards to the severe reduction of bus service to Snowbird and Alta for the upcoming ski season. Lack of qualified drivers predicating the elimination of one of the routes is understandable, but cutting out the bus service to the Wildcat Base Area at Alta has nothing to do with a lack of drivers. It is my understanding that UTA purchased larger buses to accommodate more skiers per bus as skiers from the eliminated 953 route might now ride the 994 buses. That certainly "looks good on paper", but I was told the larger buses will have difficulty making the turn out of the Wildcat Base access road back onto Highway 210 eastbound toward the Albion Base necessitating the termination of service to the stop at Goldminer's Daughter. I find it unfathomable that a decision was made to purchase vehicles that cannot be used to provide transportation to HALF of the Alta ski area, and to simply eliminate service to the base area where 2/3 of the lifts that provide access onto the mountain are located seems like a poor solution to a miscalculation in planning and purchasing of a new fleet. Hundreds of skiers who ride the bus have lockers located there, do not have the option to get off at another stop and ski down to gain access to the lifts since all their ski gear is in the lockers. When I caught wind of this last week and called UTA Customer Service to discuss the issue, I was told the schedules were already approved and unchangeable at this point. It seems a poor way to conduct business to not have the resilience to "pivot" when decisions have been made without involving major stakeholders and

	that deleteriously affect thousands of your customers, including visitors who bring in hundreds of millions of dollars to the Salt Lake Area when they come here to ski or snowboard. In fact, skiers/snowboarders brought in $1.55 billion in 2019, the largest attraction driving tourist spending in Utah. (Carter Williams, KSL online reporter, 9/28/2020.) If, indeed, the re-entry onto 210 is problematic, there ARE potential solutions: the concrete barriers that were placed near the Wildcat entrance a few years ago to improve traffic flow could be altered/reconfigured to allow for a wider turn going uphill; UTA could make accommodations in other ways such as running the smaller buses up Little Cottonwood Canyon and using the new larger buses in Big Cottonwood Canyon; or, alternating a smaller bus with a larger bus every 30 minutes so at least the smaller buses could access Wildcat and skiers that need that stop can ride those buses. If no alternatives are provided, are we to get off on Highway 210 at the Alta Peruvian stop and walk a third of a mile down the steep and icy entry road in the midst of the traffic on that road, or get off at the Alta Lodge and walk down the ski slope among active skiers? Are visitors with families/children who ride the bus expected to schlep themselves and all their gear down from a stop up on the highway if they want to start their day at Collins or Wildcat? Is UTA going to refund some of the money they receive from Alta that pays for the bus service if they aren't going to provide service to half of the resort? I have been an Alta season pass holder for 27 years, have been skiing there since 1987 and have loyally ridden the bus from the valley for 35 years. At a time when there is an ongoing thunderous outcry to reduce vehicles in the canyon, it seems unconscionable for bus service to be slashed and a major, critical stop eliminated. I assure you, the result will be an INCREASE in vehicles in the canyon since thousands of skiers can no longer rely on bus service to their destination. I implore you to consider solutions to this unfortunate decision and provide the service on which UTA has built its stellar reputation for providing safe and efficient transportation up the canyons for local skiers as well as the hundreds of thousands who visit from out of town each season.
10	*Ira Hinckley* I am writing about the wasteful spending I see in running an almost always empty 209 bus through the avenues. The routing of the 209 through the avenues instead of S. Temple was a big mistake; a waste of resources in gas and wasted time of drivers and passengers forced to make a detour out of their way. I see the bus pass every 7 minutes in front of my house on 9th Avenue and it is almost always empty. What a waste! Please revert back to the much more efficient system in place before August 8th.
11	*Donna Dinsdale* I find the change to the bus routes in the Avenues neighborhood, beginning Aug 2022, to be a complete failure when it comes to dollars spent, air quality, and improving ridership. #209 bus running through the Avenues neighborhood runs almost empty of riders. Calculations on the ridership of #209 in the Avenues for the months of August, September, and October show about 1.2 riders per weekday bus, 1.49 per Saturday bus, and 1.0 per bus on Sunday. These are certainly ghost buses and are a waste of money, and are most definitely adding pollution to the already poor air quality of our Salt Lake City valley, as well as noise pollution to the Avenues neighborhood specifically. I believe that having smaller, flex-style buses or vans for the #209 bus would be a better use of money and would have a positive impact on our air quality and help reduce the noise to our growing urban environment. In fact, there could be an increase in ridership if riders know that their action of riding a small bus helps to reduce their carbon imprint and adds to the overall health and wellbeing of individuals living and working in Salt Lake City. Until the UTA comes up with small electric buses, these flex buses would be the stop-gap measure to address the insanity of running large, noisy, empty buses every 15 minutes through the Avenues.
12	*Rone Tempest* My comment is related to the extension of UTA 209 900 East into the Avenues in the August 2022 changeover. The UTA 209 extension was accompanied by the elimination of UTA Route 6 and realignment of UTA F11. This

relatively small 2.3 mile (4.6 mile round trip) extension into the heart of the Avenues is only a very small part of the vast UTA network and the proposed $671.3 million budget currently under consideration. The UTA budget, in fact, is greater than the national budgets of 48 entire countries, including those of Liberia, Bhutan and the Central African Republic. That would seem to make good stewardship and vigilant oversight even more important.

With that in mind, I do think the Avenues extension of UTA 209 is a good case study of the kinds of problems and challenges that face our state's main public transportation system that should be taken into consideration during budget time. My hope is that this memo will alert the UTA board and administration to the broader issues raised by the 209 extension. Please take it as well-meaning, constructive criticism..

After four months of operation, these are some of the problems that have emerged from the 209 extension:

1) Extremely low ridership
2)Routing that does serve the most important needs or interests of the community.
3)Buses that are too large and which do not meet the topographical and technological challenges of the steep Avenues terrain nor its narrow streets
4)Unnecessary early morning and late night scheduling tied to the extension's pairing with the existing UTA 209 900 East route from Fashion Place in Murray to Downtown.
5)A negative net cost to air quality and the environment.
6)Conspicuous waste of money and resources.
6)Disastrous public relations in an area where UTA has historically had its greatest support.

UTA's statistics on boarding and alighting show disturbingly low ridership of under two per trip occurring in the Avenues extension. This is especially true in the early morning starting at 4 am and late at night from 10pm until after midnight. About half of the 134 buses that ply the route on weekdays are completely empty. This eerie spectacle of empty 40-foot, 28,000 lb Gillig buses in a historic 19th Century Salt Lake neighborhood is a clear example of poor planning conspicuous waste. Some members of the community--normally among the first to support government services--have taken to calling the lumbering UTA vehicles "ghost buses."

Most people understand that almost all public transportation needs to be heavily subsidized. This is clear from the latest UTA budget proposal where only $38-million--roughly five percent--of revenue comes from fares. This is even more true for UTA that it is for most other public transportation systems. According to the 2019 National Transit (pre COVID)Database, Utah Transit fares covered less than 16 percent of operating costs, which is half the national average of 32 percent. Utah Transit consumed more than 4,000 BTUs of energy per passenger mile, while the Department of Energy's Transportation Energy Data Book says that the average car used less than 3,000 BTUs per passenger mile (table 2-14). Utah Transit also emitted 295 grams of CO_2 per passenger mile compared with the average car, which was just under 200. Utah Transit isn't even as energy efficient or climate friendly as the average light truck, which uses around 3,265 BTUs and emits around 232 grams per passenger-mile. (Light trucks include pickups, vans, and SUVs.)

Not only is UTA much more heavily subsidized with taxpayer money than most public transportation systems, it remains a net polluter. What is true of the greater UTA system is even more true for the Avenues' extension of UTA 209. A look at the UTA database for August-October, reveals an alarming high cost for very little public usage. (see attached chart). The results show a per passenger, per trip cost to taxpayers of $25.41 on weekdays; $17.38 on Saturdays and $20.79 on Sundays. Even in the heavily subsidized world of public transportation this is obviously unsustainable, both economically and environmentally. The system would be better off handing out UBer vouchers. My calculations, already shared with your staff, show that after fares have been subtracted, the nearly riderless Avenues extension produces an annual cost to taxpayers of $1.1 million.

	Here are some suggested solutions to this unsustainable situation in the Avenues portion of UTA 209: 1)Disconnect the 2.3 mile section of UTA 209 from its original route between Fashion Place in Murray and Salt Lake City downtown via 900 E and South Temple. These two sections do not fit together logically. The need for every 15 minute bus frequency, predawn and post 10 pm service does not in any serve the needs of Avenues residents and is highly disruptive to the historic neighborhood's ambience. If the route is to be continued as it is now, eliminate the Avenues service portion of the route during those hours. 2)Replace service in the Avenues currently on UTA 209 with smaller vehicles or flex service and restore service to the University of Utah and the University of Utah Medical Campus. The Avenues and the University integrally attached on many levels. Eliminating UTA 6 in the August changeover dropped this service which was the key element of its success. The 40 passenger, 28,000 lb turbo diesel buses currently in use are entirely inappropriate both the very low level of ridership and the hilly terrain of the old neighborhood. Some grades on the current UTA 209 are nearly 12 percent in some sections, more than twice the manufacturer's recommended maximum and well above most national and state standards for these type of buses. 3)Consider, as an experiment, dropping fares altogether on the new Avenues-only section to increase ridership and avoid the specter of conspicuous waste currently seen. 4)Now that the Avenues extension of UTA 209 has been in operation for four months, schedule a public meeting for residents to express their concern or offer their praise of the new route.
13	*Meg Hards* UTA is currently sending 66 unwanted and unused full sized buses a day that run every 15 minutes from 4:30 AM to 12:30 AM (20 hours a day!!) to the Avenues neighborhood, of which 62 of them are either EMPTY or only have 1-3 riders on them since August 1st 2022. Less than 6% of people in the Avenues even use the bus. So WHY are UTA sending so many empty buses to an area that does not need or even want them while leaving areas that need and want them short? Perhaps UTA ought to utilize these empty unused buses for the people that really need and want them rather than create an excuse for why they don't have enough drivers for the routes that people actually want, need and use! People in the Avenues were not consulted about what they needed or wanted and have tried to get UTA to go back to sending just one an hour or even two for the rare times they are used by more than 0-3 people which are before working hours 6:30 AM - 7:00 AM and after working hours 4:00 PM -5:00 PM due to seeing them all running empty. But UTA insist they are not answerable to anyone but the legislators and INSIST on continuing this idiotic new route/plan, thus wasting precious resources: drivers, gas, time, money/funding. It's time UTA put the buses where they are NEEDED and stop their shenanigans like this.
14	*Teresa Musci* The UTA has a limited budget to provide enough buses for Utah riders. I would like to point a wasteful expense that should be examined. The 209 bus route was changed to go up the Avenues to 9th avenue and around the Avenues to provide bus service in this area. Without going into why? they took away the 6th avenue bus which had almost 400 riders on the weekdays, the new 209 bus route is not working. The buses are going through the Avenues with very few riders. They are eerily empty-"Ghost Buses." From my calculations using the UTA ridership data, at most there is possibly one person per bus. This is very costly to UTA. If you add in the cost of the frequency of the bus every 15 minutes, the amount of diesel gas used, the drivers' salary, the brakes of the bus(going up and down the Avenue's hills), and the other wear and tear on these heavy buses this is not an economically sound decision for the 209 bus to come in the Avenues. Quit wasting money on "Ghost buses."
15	*Carol Fudyma* UTA could be more fiscally responsible by running a smaller bus at less frequency and duration through the Avenues. The large #209 circling the Avenues appears to waste money on gas and driver costs in light of its light ridership throughout the Avenues.
16	*Drew Hardesty* Having worked for the federal government for a long time, I well understand budgets and budget constraints. To this end, one must triage and prioritize allocations to get the greatest return on investment and to provide the greatest impact for the greatest number of people. Your new 209 busline does neither.

	I understand that, in theory, providing bus service from 4am to midnight every 15 minutes will capture more ridership than a pared down schedule might, but in practice no one rides this line and your return on investment is poor. I recommend a review and/or outside audit of your financial allocations, partuclarly in light of diminished service in the Cottonwood Canyons. It is well known that traffic in the Cottonwoods has become exponentially worse in the recent years; a high optic and unpopular decision to cut services there should be reconsidered. In summary, why cut services in places that want and need them when you run services in places that do not.
17	*Deen Chatterjee* I am writing this note on behalf of a large number of the Avenues residents to provide input on UTA's 2023 tentative budget proposal. I'll confine myself to the issues of cost/benefit analyses as they relate to the small ridership and the environmental impacts of Bus 209 running through the Avenues 1. Small Ridership: These large and noisy 209 buses running mostly empty every 15 minutes through the Avenues from the wee hours in the morning till past midnight defy any semblance of reason, common sense, and sanity. It behooves us as to how one could justify the cost of the so frequent running of these large empty buses when the funds are so direly needed elsewhere in the UTA system. We routinely get the news of driver shortage affecting the operation of the UTA buses in high-demand, popular routes elsewhere. We also know how the driver shortage has adversely affected the operation of the essential UDOT snow-clearing vehicles. In addition, we see the frequent UTA ads for new drivers popping up on popular Youtube programs. In view of all this, it is hard to fathom how the UTA could justify the cost of the frequent running of the empty 209 buses when these drivers could be shifted to where they are needed the most. Please do not get us wrong. We in the Avenues are big supporters of public transportation. What we object to is the back-to-back running of these empty buses in the Avenues. [So many of us students, staff, and faculty routinely go to the U. We used to take Bus 3 on Third Avenue, but now it is gone. Most of us who need to go to the lower campus now must go to 200 South to board Bus 220. Now we drive to the U instead.] 2. Environmental Impacts: These impacts are staggering, in view of the toxic air from the dried up GSL, toxic smoke blowing in the valley from frequent forest fires in Utah, Nevada, and California, and the frequent winter inversions. Why make the air more toxic through the frequent running of these large empty buses especially when the bus drivers can be deployed to places where there's a high demand for them? To conclude: The data of the small ridership and the environmental/health impacts do not justify the size, frequency, and duration of the Avenues 209 route. Instead, we propose that the UTA must seriously consider using the small flex-like buses or vans during the rush hours of high ridership (0-2 passengers) every half an hour, and every one hour during the rest of the day when the ridership is not so high (0-1). Deen Chatterjee L Street Resident
18	*Isaac Lindstrom (Public Hearing Comment)* My name's Isaac Lindstrom. I live in the Avenues here in Salt Lake City. And I decided to come tonight to speak out about the bus ski bus service. I'm avid skier. I used the bus every single time last year to ski, other than when you guys didn't run it pre-season and post-season. I used it to ski in the back country, in the front, you know, at the resorts, et cetera. So I was very disheartened to see that you know, the cut to the whole one route. And then the decrease from 15 minute service to 30 minute service. And from personal, watching people at the, at the bus stops, those 15 minute increments were really critical when you miss that first bus.

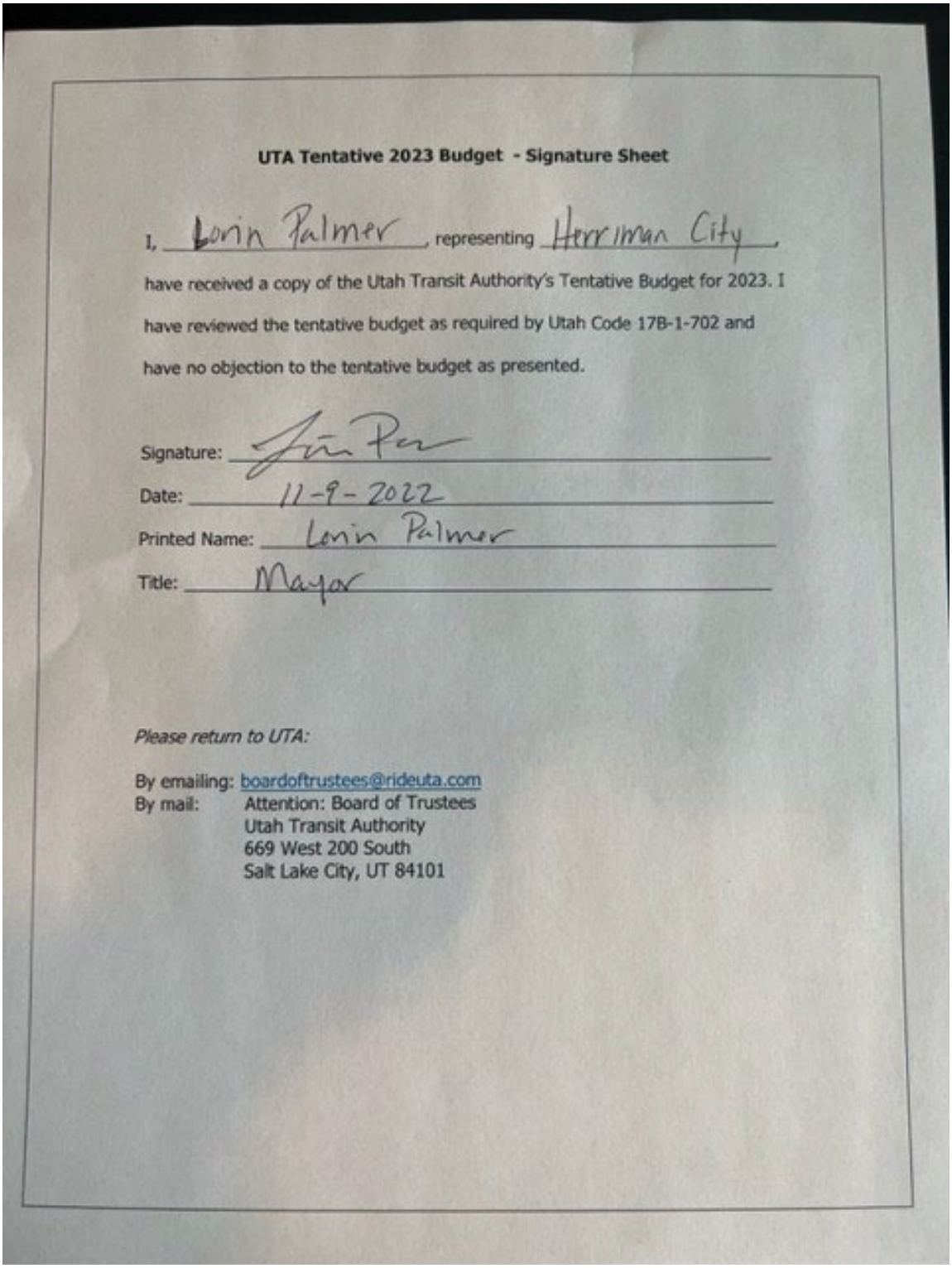
	And it was really a necessity because, you know, oh, it's just 15 minutes. It's not, oh my gosh, it's 30 minutes. So now instead of waiting an extra 15 minutes, potentially you're going to have someone go up that canyon that doesn't have the right vehicle, doesn't have the right tires, doesn't have, you know, anything that they need to make it up, up there. And furthermore, I view that ski bus as such an amazing symbol for UTA because it's so prevalent. I can't think of another city that has a service like this to resorts. I mean, it's phenomenal. So just to see it be cut was really disheartening and to see it be reduced just because obviously I use it and I know so many other people do use it. And then the coincidence with the timing, with the rollout of obviously the gondola I know that's obviously UDOT thing and the bus service is a UTA thing. However, it just, the timing and the coincidence of it all just couldn't be more gut wrenching because you got UDOT saying, use the bus, and then you got UTA saying, oh, but we're only going to have half the buses this year. So it's alarming especially when, you know little cottonwood is at stake for the future here. So I just would really, really, really encourage you guys to reconsider that because I know so how much it does affect everyone's lives that use the Cottonwoods in the winter. So yeah, with that, I, you know, thank you guys for offering the service. I really enjoy it, but I would really, really hope you that you reconsider your positions on it just because it's such a visible service. It's very well used and it's so critical to the whole traffic of the entire little, or, you know, little and big and Cottonwood Heights, the entire, you know, east bench region over there. So with that thank you guys for hosting this and I appreciate the opportunity. So please reconsider full ski bus at 15 minute increments in all preexisting routes. Thanks.
19	*Mike Christensen (Public Hearing Comment)* I just wanted to say that the, the budget looks good, but I am disappointed that we are in a situation where we're having to make cutbacks. There is, there is one cutback that's been made that's kind of frustrated me which is the reduction on Sundays of TRAX to only using one car rather than two. It especially downtown the cars can get pretty crowded and I question whether UTA is really saving a whole lot enough to really justify whether that reduction in using only one vehicle is justified. So I hopefully UTA can look at that and reevaluate. I feel like it really discouraged, could discourage people to ride when, when the vehicles are crowded because of only running one. Thank you.
20	*Madeline Stag (Public Hearing Comment)* Hello I'm Maddie and I am a freshman at the University of Utah. And so seeing you guys kind of cut back on those ski buses is really disheartening because a lot of students, myself included, rely on those buses to get up to the Cottonwoods. There's a lot of students from out of state. The university has their most amount of freshman students. This is their biggest class and the biggest portion of these students are from out of state, the biggest percentage they've ever had. And a lot of these students don't have cars and they spent all this money on these passes. Some people lost January when they committed to the U and now they don't have a transportation up to the resorts because they were relying upon those ski buses. And like he mentioned earlier, those 30 minute increments is a long time. 15 minutes is a lot better because 15 minutes you're standing out in the cold for 15 shorter minutes and that's a lot better. And I know so many students really do rely on those buses. So I really hope you guys really re-evaluate that.
21	*Claudia Johnson (Public Hearing Comment)* Hi Claudia Johnson. I live in that sugar house area and I'm just delighted that there are other people here than employees. And, and this is to address to all of you that are volunteers or that are here making comments or just to sit in, you miss out on the meetings that they have twice a month because it's an opportunity to understand and to voice your opinion or concerns and to understand why decisions are made. I went through the same thing. I've been doing this for six years now - it's going to these board meetings, but I went through and have gone through and listened and seen changes that are happening and understand why, but that doesn't change our feelings. Okay? If you feel that way, you feel that way, it doesn't make any difference. But if you come to the meetings, you can understand and understand maybe you can help that situation by your actions and input.

	And I appreciate the fact that we have this opportunity to come and to voice some feelings and some opportunities to express some ideas. Personally, I have seen a lot of changes in the last six years, actually, it's probably seven years now, and seen a lot of changes that have happened. But a lot of growth has happened. And yes, it is taxpayer money and yes, it is my money. Not I'm a taxpayer, but I'm a resident also. I'm not just a student, but I've had students living with me from foreign countries and I understand the dependence of schedules and having to meet that and they listen, they hear, but come to the other meetings during the month if you can. And I realize it may be difficult, but come to find out and see what's going on, to talk to some of the people that are saying, Hey, we're the ones that are scheduling what is your impact? And be specific, not just to make a generic general statement, but UTA has done a great job of making changes of trying to accommodate and they hear what you say, they understand what you're saying and why you're saying it, but they also have to look at the whole picture. And that's what's hard for any of us. Anytime we look at our total budget, it's hard. Anyway, so, but I just wanted to mention that as a positive comment is the fact that the board really looks at, and all of the employees, those that are working with the budgets, are really looking at the total picture, not just one little phase, but they will listen and they will hear and they, they will try and act upon those comments that are given, come to the meetings during the month. It's an awesome experience to hear that what's going on. And thanks guys.
22	*Claudia Wiese (Public Hearing Comment)* Hi. I'm Claudia Wiese, I'm a student at the University of Utah and one of the presidents of a group called Students for the Wasatch that looks at transportation of Little Cottonwood Canyon specifically in reaction and against the gondola. And so I'm just here to talk about the reduction in the ski buses. So in 2016/2017, the ski bus was increased by 35% and this led to, and I'm sure you guys all know this, but led to increases by, on average 54% in January and 60% in February. So just increasing the bus by 35% increased it by that much on average and up to 88% on Sundays in February. And so I know you cut the ski bus due to extreme shortages in labor. And so I did some research on the impact of compensation on employee motivation. And what they state in this paper from 2021 is the findings revealed that compensation and job appraisal are the leading factors that can enhance the motivation of employees. And so then I looked into the compensation, which I know is increasing by 7.5% I think in the budget, but that is about on par or under par with what inflation is. And so the average salary for somebody who works at UTA for five years, so they get an increase every six months is 53.5 thousand dollars. That is not a livable wage for someone living in Salt Lake with one adult and two children. The hourly wage should be $41.50 instead it's $25.69 cents. And then I looked at the office of the executive director at UTA, or sorry. Yeah. And they are making for the two FTE full time employees, they're making 731 thousand dollars, which is 365 and a half thousand dollars per person, which is 11.8% of what the employees are making. So what my call is basically, I think there is a worker shortage. Well, I believe that completely, but I really think that the answer to that is increasing employee wages significantly and that has shown to be incredibly effective. And so cutting these ski buses right before the ski season hinders transportation up the canyons for people who have already bought ski passes and didn't know that and contributes to a traffic problem and an emissions problem.
23	*Mallory Philliber (Public Hearing Comment)* My name is Mallory Philliber. I am a recent graduate of the University of Utah and I also have been involved with students for the Wasatch. I actually used to use tracks and the buses every day to get to school, so I really appreciate having that reliable service. I'm also disappointed in the bus service cuts, especially, particularly the ski bus. And that I just know that it is really difficult to hire seasonal workers, especially in a job like driving a ski bus that demands like a lot of experience and it's a really dangerous job. I also believe that extra compensation and possibly just extra job security would really encourage seasonal workers to come and work for UTA. I think if that's one of the issues, then I would consider offering job security for seasons in the future to come and extra compensation for workers. Obviously Claudia already went over the stats, but yeah, that's mostly what I, how I feel about the, the cuts. I also would like to just note that like I know during free fare February ridership increased, which is awesome. And I also know that UTA probably relies on a good portion of funds from getting

	fares from passengers. And as we decrease service, you're going to have a decrease in ridership. And so if there's a way that extra funds can come from fares to go towards possibly some portion of salaries, that might help. That's just a thought. I'm not a professional in this, but yeah.
24	*David Gluckman (Public Hearing Comment)* I'm an employee at Snowbird. I'm a ski instructor there. And last season I took the 953 bus up little Cottonwood Canyon approximately three times a week. And for me and my fellow employees, that bus service was imperative to our working at Snowbird. Something that the public might not understand is, as employees we will be fined for parking at Snowbird, not in an employee lot. And so taking public transport is really necessary because there's not enough space at the resorts for every employee to park there. So that detracts from our wages if we don't have a way to drive there. And even if we did have to drive there and there weren't enough spots, we're spending our gas money when we don't even make a lot of money to begin with. We are hourly workers. And so, so close to this season, I know that the resorts were not expecting the bus services to be cut and have been blindsided by these cuts and are really concerned about how they're gonna get their employees to the resorts when a lot of them rely on this public transport. And I just would've appreciated a lot more transparency with these cuts. I know I, as I understand, the proposed budget for this year has increased by 40 million dollars, but you're cutting back a service that had, from my personal experience, the greatest ridership. I remember every single weekend, even at 7:30 waiting for the first bus to go to work, there could be 60 people on every single bus with their ski gear. And the same way on the way home, I might not get the first bus or the second bus or the third bus or the fifth bus because they were all full. And so cutting a bus service that was so widely used so close to when it is most used in December and January and February seems really confusing to me as a resident of the area and as an employee of the resorts.
25	*Mia Barth (Public Hearing Comment)* UTA cutting bus routes seems very convenient for other motives such as the gondola. The gondola will be costly at the expense of taxpayers, construction will damage the ecosystem and pollute the watershed, will not address the issue of too many cars going up the canyon, will only benefit the resorts, and puts money in private investors/citizens pockets.

Appendix 1 – Signature Sheets

Herriman City



UTA Tentative 2023 Budget - Signature Sheet

I, Lorin Palmer, representing Herriman City, have received a copy of the Utah Transit Authority's Tentative Budget for 2023. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and have no objection to the tentative budget as presented.

Signature: [signature]

Date: 11-9-2022

Printed Name: Lorin Palmer

Title: Mayor

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

UTA Tentative 2023 Budget - Signature Sheet

I, Trent Staggs, representing Riverton City, have received a copy of the Utah Transit Authority's Tentative Budget for 2023. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and I do have an objection to the tentative budget as presented. Pursuant to Utah Code 17B-1-702(3), this objection needs to be addressed and resolved in a future budget hearing.

For purposes of this record, I have attached my prior statement that was read by Cottonwood Heights Councilmember, Ellen Birrell, at the UTA Local Advisory Council meeting of November 2, 2022 and incorporate it into this "signature sheet."

Signature: _____

Date: 11-10-22

Printed Name: Trent Staggs

Title: Mayor

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

RIVERTON
UTAH

OFFICE OF THE MAYOR

November 2, 2022

Members of the Utah Transit Authority Board of Trustees and Local Advisory Council,

Please pardon my attendance at today's council meeting. I very much wish to be there, but I am out of the country on a long-scheduled trip. I have asked Councilmember Birrell to read this statement on my behalf.

I believe there are enormous inequities in service delivery and public transit access in Salt Lake County. I have highlighted this inequity by comparing service delivered to Salt Lake City compared to four cities in southwest Salt Lake County.

Salt Lake City, with just over 200,000 people, accounts for 17% of the population of Salt Lake County. The southwest cities of Bluffdale, Herriman, Riverton and South Jordan, with just over 202,000 people, collectively account for 17% of the population of the county. Despite the roughly equal population between these two areas, Salt Lake City has 32% of bus stops in Salt Lake County while southwest cities have only 2% of bus stops. The cities of Riverton, Herriman and Bluffdale do not have a single bus stop! Further, Salt Lake City has 48% of rail stations in Salt Lake County while southwest cities have only 5%. As proof of the inequitable access to public transportation between these two regions, Salt Lake City accounted for 50% of all UTA boardings across all modes in Salt Lake County in 2021 where southwest cities accounted for just 2%.

Now, as the state's largest and capital city, it would make complete sense that Salt Lake City would have enhanced service. Salt Lake City is, without question, the business, education, entertainment and travel hub of Salt Lake County. Perhaps this is one consideration that was made when the Utah State Legislature has given Salt Lake City alone the ability to charge an extra 0.5% in sales tax in their city, as part of the prison relocation agreement, generating an additional $70 million they can put toward infrastructure and transit. No other city has that luxury. This is in addition to all the extra sales tax dollars that are generated from people travelling into Salt Lake City by virtue of it being that business and entertainment hub.

Perhaps even more concerning than a basic service level analysis is a review of geographic financial contribution compared to service provide. UTA operations are funded largely by sales tax dollars collected from taxable sales in each city that are dedicated to mass transit. Based on a cost per ride and mode review, it costs an estimated $27.4 million more than what Salt Lake City generates in sales tax to provide their UTA service. In contrast, southwest Salt Lake County cities generate $21.1 million more in sales taxes for transit than it costs to deliver the current level of UTA service. This is inequitable and blatantly unfair.

I am confident that southwest Salt Lake County isn't the only region served by UTA that has incredibly poor access and is massively subsidizing the UTA system elsewhere.

Some argue that southwest Salt Lake County cities have low transit propensity and are therefore underserving of public transit options. If this is the case and the basis for which UTA makes decisions, then why in the world should we be forced to pay into a system that offers us little to no benefit? From my review, it appears that not a single dollar out of $1.3 billion in planned UTA capital projects is planned to be spent in southwest Salt Lake County in the next five years. As southwest Salt Lake County continues to grow, this will only make an already inequitable system even more unfair. It is for this reason that I have to vote "no" on the plan today.

I believe our goal should be to have an equitable public transit system that provides reasonable access to those who contribute to its operation. After all, the more people who use public transit, the less congestion we have on our roads and the better our air quality will be due to reduced emissions. Unfortunately, we are far from that goal right now.

I call upon the UTA Board of Trustees and the Utah State Legislature to conduct a full analysis and audit of UTA service and finances to identify inequities in service and lack of access in various geographic regions in UTA's service area. This audit and analysis should also include cost effectiveness and use of each mode of transit offered by UTA. Solutions must be put in place that increase access and make the system more geographically equitable. Express bus lines on major east-west and north-south roads in the southwest area would be a good start.

Sincerely,

Mayor Trent Staggs

UTA Tentative 2023 Budget - Signature Sheet

I, Kelly F Bush, representing Kearns Metro Township,

have received a copy of the Utah Transit Authority's Tentative Budget for 2023. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and have no objection to the tentative budget as presented.

Signature:

Date: 12/07/2022

Printed Name: Kelly F Bush

Title: Mayor

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

UTA Tentative 2023 Budget - Signature Sheet

I, Michelle Kaufusi, representing Provo City,

have received a copy of the Utah Transit Authority's Tentative Budget for 2023. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and have no objection to the tentative budget as presented.

Signature: _____

Date: 8 December 2022

Printed Name: Michelle Kaufusi

Title: Provo City Mayor

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

UTA Tentative 2023 Budget - Signature Sheet

I, Bob Stevenson, representing Davis County,

have received a copy of the Utah Transit Authority's Tentative Budget for 2023. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and have no objection to the tentative budget as presented.

Signature: _____

Date: 12/9/22

Printed Name: Bob Stevenson

Title: Commissioner

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

Sandy City Comments

Sandy City	Dear Board of Trustees: I am responding on behalf of Sandy City at the Request of Mayor Monica Zoltanski. Thank you for the service you provide in our community. Many of our residents use your bus, light rail, and commuter rail services daily. We consider UTA a partner in providing necessary services to our community. There are a few priorities we would like you to consider as part of your budget in this upcoming year. Sandy City wants to study and implement a circulator in Sandy that can go from the trax station at 10000 South over to the South Jordan commuter rail station. We would like the circulator to make stops at various locations throughout our City and South Jordan. Those locations include the Real Soccer Stadium, South Towne Expo Center, our downtown Cairns area, and the South Towne Mall. South Jordan can better indicate where they would like it to stop on their side of the freeway. Currently, the circulator could go under the freeway at 10000 South but in the future, we envision a pedestrian and circulator bridge that would go over the freeway from Ultradent Drive on the South Jordan side to 10200 South on the Sandy side of the freeway. This bridge is already in the Statewide Transportation Improvement Plan. We understand that Sandy and South Jordan would need to contribute to the costs of running the circulator like the system in Farmington, Utah. Eventually, Sandy would like to see the circulator be a rail system. We have made efforts to preserve a corridor from the South Jordan Commuter Rail to the Sandy Trax Station at 10000 South. Another important issue to Sandy is support from UTA for an HTRZ Zone in our Cairns District for a housing project that would include a moderate-income housing element. That project was presented to the HTRZ Committee recently but failed to receive the funding that was requested by the City. UTA chose to vote no on the project because of the freeway being between the proposed project and the commuter rail. We hope a circulator will solve that issue for UTA and allow a positive vote when the project comes back to the HTRZ Committee in the future. Sandy is also very interested in the discussion about free fares for residents riding buses, light rail, or commuter rail. We understand this is dependent on funding from the State of Utah but view it in a very positive light. We believe UTA should continue to explore that concept, on a longer trail basis, with the State of Utah to increase ridership. The last issue Sandy City would provide feedback on is an increase in the use of electric buses in Little Cottonwood Canyon. We support the phased approach discussed in the tentative findings by UDOT on transportation in Little Cottonwood Canyon. We believe an increased use of electric buses without additional lanes is the next logical step in dealing with the transportation issues in the Canyon. This would protect the fragile environment in the Canyon including Sandy's drinking water source and decrease the amount of vehicle build up on roads in Sandy. Thank you for your time and for receiving and considering our feedback on your budget. We hope to continue a positive relationship with UTA to continue to provide great transportation services to the residents of Sandy.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

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

TITLE:

R2022-12-06 - Resolution Adopting the Utah Transit Authority 2022-2030 Strategic Plan

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2022-12-06 adopting the Authority's 2022-2030 Strategic Plan.

BACKGROUND:
The Utah Public Transit District Act §17B-2a-808.1 *et seq.* defines the powers and duties of UTA's Board of Trustees, including the responsibility to develop and approve a strategic plan at least every four years. The statute requires this plan to be developed in consultation with constituent entities, municipalities, metropolitan planning organizations (MPOs) and the Local Advisory Council (LAC). If approved, this plan will replace the strategic plan previously adopted by the Board in 2018.

DISCUSSION:
In 2018 the Utah Legislature amended the Public Transit District Act to reorganize the structure of UTA's Board of Trustees. Under the governance of this Board which assumed responsibility in November 2018, Trustees have engaged actively with our constituent entities, municipalities, MPOs and LAC to understand community needs and collaborate on solutions through transit. With the understanding gained through these relationships, the board undertook a formal effort to develop a new strategic plan.

In Spring 2022 UTA procured the services of TransPro Consulting and R&R Partners to work with the agency to envision our strategic direction. The board along with UTA's executive team participated in two multi-day strategic planning sessions and several months of staff committee work to develop our success outcomes. This work has culminated in the development of a new mission - We Move You! Our Vision is to lead Utah's mobility solutions and improve quality of life. Through this process Trustees, executive leaders and other professional staff refined five strategic priorities to deliver on our mission and vision. Those goals and

objectives fall into five categories:

- Moving Utahns to a better quality of life
- Exceeding customer expectations
- Achieving organizational excellence
- Building community support
- Generating critical economic return

An outline of this plan was presented to UTA's Local Advisory Council on November 2, to the Legislature's Transportation Interim Committee on November 16, and at the Board of Trustees Meeting on December 7 for feedback. The 2022-2030 Strategic Plan will be presented to this meeting on December 21 for formal adoption by the Board of Trustees.

ALTERNATIVES:
The Board may adjust the plan as presented prior to adoption.

FISCAL IMPACT:
Resources to support the strategic plan goals and objectives will be allocated through UTA's annual budget process.

ATTACHMENTS:
Utah Transit Authority 2022-2030 Strategic Plan

DocuSign Envelope ID: AEF07915-452B-473F-B7E9-B8F2EB87B51D

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY ADOPTING THE UTAH TRANSIT AUTHORITY 2022-2030 STRATEGIC PLAN

2022-12-06 December 21, 2022

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

WHEREAS, under the Utah Public Transit District Act, UTAH CODE §17B-2a-8-1 *et seq.*, the Board of Trustees ("Board") of the Authority are required to develop and approve a strategic plan ("Strategic Plan") for development and operations on at least a four-year basis; and

WHEREAS, the Board of the Authority last approved and adopted a Strategic Plan in 2018; and

WHEREAS, the Board of the Authority, working in consultation with constituent counties, municipalities, metropolitan planning organizations, and the Local Advisory Council prepared a new Strategic Plan for the Authority; and

WHEREAS, on November 2, 2022 the Local Advisory Council reviewed the Strategic Plan priorities and provided their consultation and advice to the Board; and

WHEREAS, the Board desires to approve and adopt a new Strategic Plan for the Authority for the years 2022-2030.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves the Strategic Plan for the years 2022-2026 attached as Exhibit A.

2. That the Board hereby ratifies all actions previously taken by the Authority's management, staff, and counsel to prepare and execute the Strategic Plan for the years 2022-2030.

3. That the corporate seal be attached hereto.

DocuSign Envelope ID: AEF07915-452B-473F-B7E9-B8F2EB87B51D

Approved and adopted this 21st day of December 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
David Wilkins
5E3257B1CF024B9...
Legal Counsel

DocuSign Envelope ID: AEF07915-452B-473F-B7E9-B8F2EB87B51D

Exhibit A

(2022-2030 Strategic Plan of the Utah Transit Authority)

DocuSign Envelope ID: AEF07915-452B-473F-B7E9-B8F2EB87B51D

UTA

2022–2030 STRATEGIC GOALS AND OBJECTIVES

We Move You

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

THESE FIVE STRATEGIC PRIORITIES MAKE IT HAPPEN

DocuSign Envelope ID: AEF07915-452B-473F-B7E9-B8F2EB87B51D

UTA
We Move You

Vision Statement
Leading Utah's mobility solutions and improving quality of life

Goals & 2030 Objectives

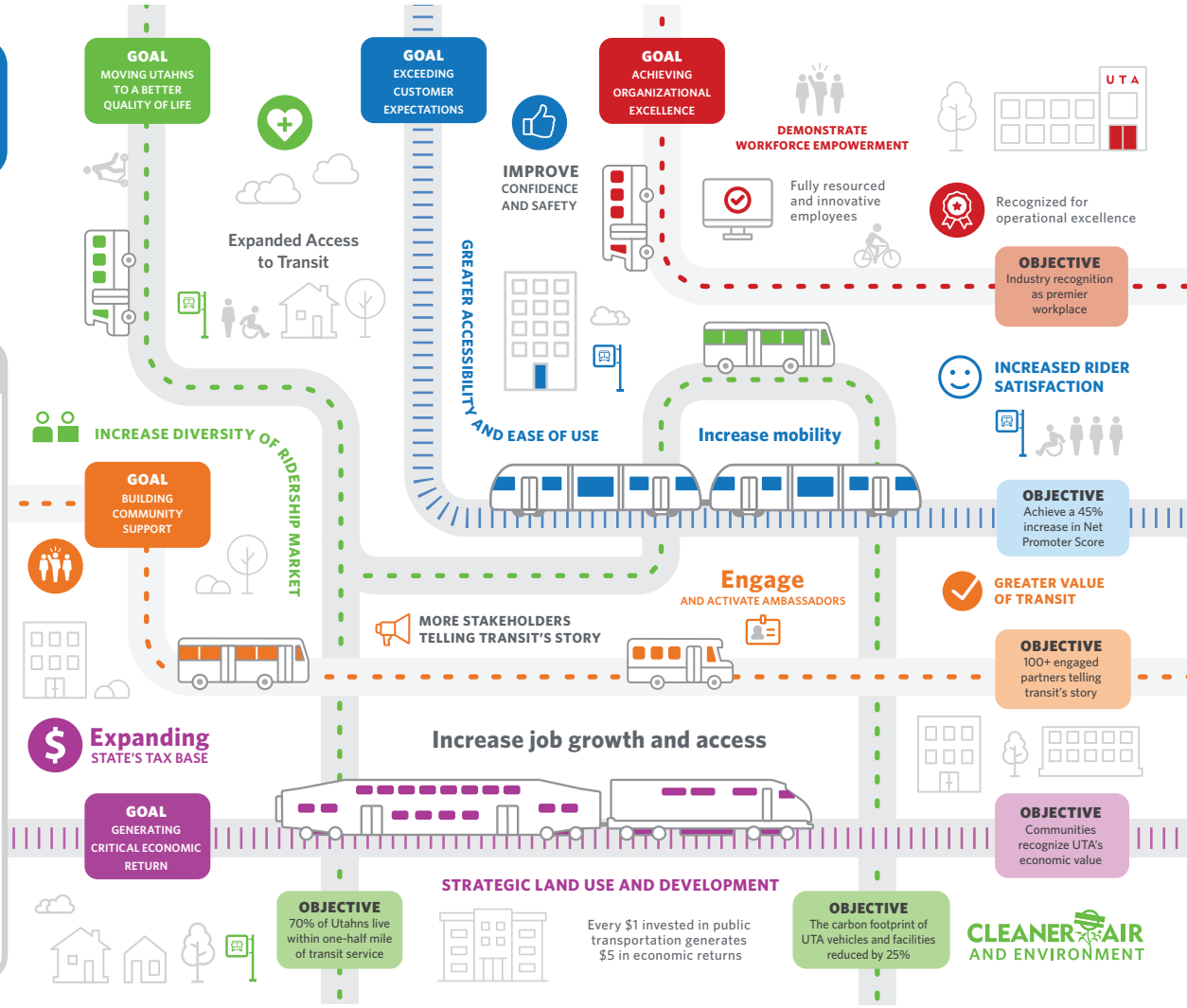
MOVING UTAHNS TO A BETTER QUALITY OF LIFE
70% of Utah's population (75% of UTA's service area) resides within one-half mile of UTA's transit service, and the carbon footprint of UTA vehicles and facilities is reduced by 25%

EXCEEDING CUSTOMER EXPECTATIONS
Achieve a 45% increase—10% every two years—in UTA's Net Promoter Score (How likely would you be to recommend UTA to your friends and family?)

ACHIEVING ORGANIZATIONAL EXCELLENCE
Receive industry recognition for operating a dynamic and forward-thinking public enterprise—a nimble, innovative, thriving environment for professional achievement

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

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



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Goals and 2022 Benchmarks

At UTA, our vision is to lead Utah's mobility solutions and improve the quality of life for every Utahn. These goals, objectives, and measures of success are how we will partner with communities to achieve that vision.

Moving Utahns to a Better Quality of Life

Primary 2030 Objectives
70% of Utah's population (75% of UTA's service area) resides within one-half mile of UTA's transit service, and the carbon footprint of UTA vehicles and facilities is reduced by 25%

Success Statement
UTA supports community development, sustainably connecting the Wasatch Front through accessible mobility options, strategic investments, and partnerships.

Currently in 2022
- 56% of Utah Population and 71% of UTA service area within one-half mile of UTA transit
- Electricity Usage = 17.9M Kilowatt Hours
- Natural Gas Usage = 90.2K Dekatherms
- Greenhouse Gas Emissions = 92.7K CO2 Metric Tons
- Mixed Bus Fleet Composition (% of alternative fuels vehicles): In 2022 = 7%, Goal by 2030 = 28%

Exceeding Customer Expectations

Primary 2030 Objective
Achieve a 45% increase—10% every two years—in UTA's Net Promoter Score. (How likely would you be to recommend UTA to your friends and family?)

Success Statement
UTA puts its customers first by providing an easy, enjoyable and accessible transit experience where customers feel engaged, safe and cared about.

Currently in 2022
April 2022 Net Promoter Scores:
- UTA TRAX = 26, UTA Bus = 10
- "I feel safe and secure on the vehicle" = 74% TRAX and 85% Bus

Achieving Organizational Excellence

Primary 2030 Objective
Receive industry recognition for operating a dynamic and forward-thinking public enterprise—a nimble, innovative, thriving environment for professional achievement.

Success Statement
UTA's well-resourced workforce excels, innovates and demonstrates empowerment.

Currently in 2022
- UTA is one of the 50 largest workplaces in Utah.
- UTA Engagement Survey, Organizational Improvement Score = 4.8 (Scale of 1 to 7)

Building Community Support

Primary 2030 Objective
More than 100 actively engaged formal alliances and affinity groups telling their stories in ways that influence transit-friendly outcomes.

Success Statement
UTA's communities tell our story and transit is recognized as a keystone to Utah's future growth.

Currently in 2022
- 2022 UTA Benchmark Survey Overall Satisfaction = 72%
- UTA Partner Relationships = 351
  - Municipalities/Counties = 89
  - Transit Pass Partners = 212
  - Memberships and Affiliations = 50

Generating Critical Economic Return

Primary 2030 Objective
Communities across the region and state recognize the economic value and positive return on investment that UTA provides statewide.

Success Statement
UTA is an economic engine which positively impacts Utah's statewide economy, benefiting every Utahn.

Currently in 2022
American Public Transportation Association (APTA) 2020 Report:
- Every $1 invested in public transportation generates $5 in economic returns.
- Home values were up to 24% higher near public transportation than in other areas.
- Every $10 million in capital and operating investment in public transportation yields over $30 million in increased business sales.
- Every $1 billion invested in public transportation supports and creates approximately 50,000 jobs.

UTA

669 West 200 South
Salt Lake City, UT 84101
rideuta.com

Learn more at
rideuta.com/strategicplan

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO: Board of Trustees
FROM: Annette Royle, Director of Board Governance
PRESENTER(S): Annette Royle, Director of Board Governance

TITLE:

R2022-12-07 - Adopting Revised Board Policies

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2022-12-07 to adopt the revised Board Policies as presented.

BACKGROUND:
The Utah Public Transit District Act section 17B-2a-808.1 outlines the duties and powers of a large transit district's Board of Trustees. One of those duties includes developing and approving board policies, ordinances, and bylaws after consultation with the Local Advisory Council.

The UTA Board of Trustees last updated their Board Policies in July 2019 and have recently performed a general review of those policies.

DISCUSSION:
The agency is recommending the following policies be updated as presented:

- Board Policy 1.1 Process for Establishing Policies
- Board Policy 1.2 Ethics
- Board Policy 2.1 Financial Management
- Board Policy 2.2 Contract Authority and Procurement
- Board Policy 3.2 Service Planning Implementation
- Board Policy 3.3 Capital Development Project Implementation
- Board Policy 4.1 Fares

As required by statute, the proposed policy revisions were presented to the Local Advisory Council on

September 7, 2022 for their consultation and feedback. We are now presenting the proposed policy revisions to the Board of Trustees for final review and approval.

ALTERNATIVES:
The Board may modify the proposed policy revisions prior to adoption.

FISCAL IMPACT:
None

ATTACHMENTS:
Resolution R2022-12-07

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY ADOPTING AMENDED BOARD POLICIES

No. R2022-12-07 December 21, 2022

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

WHEREAS, the Board of Trustees (the "Board") adopts policies to provide leadership and governance to the Authority; and

WHEREAS, on September 7, 2022, the Local Advisory Council reviewed the proposed Amended Board Policies attached as Exhibit A: 1.1 – Process for Establishing Board Policies, 1.2 – Ethics, 2.1 – Financial Management, 2.2 – Contract Authority, Procurement and Grants, 3.2 – Service Planning Implementation; 3.3 – Capital Development Project Implementation; and 4.1 – Fares; and

WHEREAS, the Board previously adopted Board Policies 3.1 – Advertising and Naming; 4.2 – Public Records; 5.1 – Transit-Oriented Development; and 5.2 – Real Property, and those policies remain unchanged by this Resolution; and

WHEREAS, the Board wishes to adopt the Amended Board Policies.

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

1. That the following amended Board policies attached hereto as Exhibit A are hereby adopted: 1.1 – Process for Establishing Board Policies, 1.2 – Ethics, 2.1 – Financial Management, 2.2 – Contract Authority, Procurement and Grants, 3.2 – Service Planning Implementation; 3.3 – Capital Development Project Implementation; and 4.1 – Fares.

2. That the Board of Trustees formally ratifies actions taken by the Authority, including those taken by the Executive Director, staff, and counsel that are necessary or appropriate to give effect to this Resolution.

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3. That the corporate seal be attached hereto.

Approved and adopted this 21st day of December 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
David Wilkins
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Legal Counsel

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Exhibit A
(Amended Board Policies)

Index of Amended Board Policies – December 2022

1.1 Process for Establishing Board Policies

1.2 Ethics

2.1 Financial Management

2.2 Contract Authority, Procurement and Grants

3.2 Service Planning Implementation

3.3 Capital Development Project Implementation

4.1 Fares

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Process For Establishing Board Policies

Board of Trustees Policy No. 1.1

Application: Board of Trustees and Local Advisory Council

I. Purpose: The purpose of this policy is to establish the process for the adoption of Board policies and for the approval of UTA policies that fall under the responsibility of the Executive Director.

II. Policy:

A. The Board will adopt Board policies pursuant to the following process.

1. At the Board's request, the Executive Director or designee will draft a proposed policy.

2. The Executive Director will present the proposed policy to the Board for discussion and direction.

3. The Executive Director or Board Trustees will consult with the Local Advisory Council regarding the proposed policy.

4. The Executive Director will present the proposed policy to the Board for final adoption by resolution.

B. The Board will review UTA policies pursuant to the following process.

1. The Executive Director will submit the proposed UTA policy to the Board for review.

2. The Board will approve the proposed UTA policy in a meeting of the Board of Trustees or direct the Executive Director to make further revisions to the proposed policy.

C. Exceptions to UTA Policies.

1. Effective upon the approval of this policy, exceptions to UTA Policies will be approved by the Board of Trustees at a Board of Trustees meeting.

2. The Board of Trustees may delegate authority to approve exceptions to UTA policies.

3. Any UTA policy exception relating to the Executive Director or a chief officer will be approved by the Board.

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IV. Cross References: Utah Code §17B-2a-808.1(2)(b) and (t); UTA Policy 1.1.29 Exceptions to UTA Policies.

Approved this 21st day of December 2022

_____
Carlton Christensen - Chair, Board of Trustees

_____
Secretary of the Authority

Approved as to form and content:

DocuSigned by:
Mike Bell
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Counsel for the Authority

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
06-12-2019	R2019-06-01 (06-19-2019)	Revised and renumbered from Board Policy No. 4.1.3 – Process for Establishing Board Policies to Board Policy 1.1 – Process for Establishing Board Policies.
09-07-2022	R2022-12-07 (12-21-2022)	Clarified process for UTA Policy review at a Board of Trustees meeting.

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Ethics

Board of Trustees Policy No. 1.2

Application: Board of Trustees and Local Advisory Council

I. Purpose: The individuals comprising the Authority's Board of Trustees and the Local Advisory Council commit themselves to observe high professional and ethical standards in order to maintain public confidence in the integrity of the Authority. The purpose of this policy is to set forth standards of ethical conduct for Trustees and Members.

II. Definitions:

A. "*Conflict of Interest*" means a personal or economic interest, outside employment, outside interest or other circumstance or relationship that impairs the ability to discharge duties in an ethical manner consistent with the best interests of the Authority.

B. "*Ethics Officer*" means the individual appointed by the Board of Trustees to act in that capacity on behalf of the Authority.

C. "*Member*" means an individual appointed to the Local Advisory Council.

D. "*Relative*" means a father, mother, husband, wife, son, daughter, sister, brother, uncle, aunt, nephew, niece, first cousin, grand parent, and grandchild, including in-laws, step relations and relationships through adoption, as well as individuals in a personal relationship of a romantic or intimate nature.

E. "*Trustee*" means an individual appointed to the Authority's Board of Trustees.

III. Policy:

A. Ethical Standards

1. Members, Trustees, the Executive Director, Chief Officers, and employees of the Authority will comply with applicable statutory ethical requirements, including those set forth in the Utah Public Officers' and Employees' Ethics Act.
2. Trustees, as employees of the Authority, will also comply with UTA Policy UTA.01.01 – Ethics.

B. Conflicts of Interest

1. Members and Trustees will promptly disclose any Conflicts of Interest in writing to the applicable Chair and to the Authority's Ethics Officer.
2. The Ethics Officer will notify the appointing jurisdiction of a Member or Trustee in writing of any Conflicts of Interest disclosed or identified.

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3. In the event a Member or Trustee becomes aware of a Conflict of Interest during or immediately prior to a Board of Trustees meeting or Advisory Council meeting, the Member or Trustee will verbally disclose the Conflict of Interest. The disclosure will be reflected in the meeting minutes.
4. A Member or Trustee having a Conflict of Interest will recuse himself or herself from deliberations and votes related to the Conflict of Interest and leave the meeting for the duration of that issue being discussed
5. If a Member or Trustee discloses a Conflict of Interest on an issue being considered and does not voluntarily recuse himself or herself, the Board of Trustees or Advisory Council, as applicable, may, by simple majority vote to:
    a. Determine if the Member or Trustee with the Conflict of Interest will be recused from voting on the particular issue;
    b. Determine if the Member or Trustee with the Conflict of Interest will participate in a discussion on the particular issue;
    c. Determine if the Member or Trustee with the Conflict of Interest will leave the meeting room during discussions on the particular issue; or
    d. Determine other conditions or actions as appropriate.
6. A Member or Trustee's ownership of investment property within a 0.5 mile radius, as the crow flies, from any FrontRunner, TRAX station, or transit-oriented development will be considered to be a Conflict of Interest requiring disclosure. The ownership of investment property within a 0.5 mile radius of a bus stop is not considered to be a Conflict of Interest.

C. Nepotism
1. The Authority will not hire Relatives of current Trustees and Members.
2. If a Trustee or Member is appointed and has a Relative who currently works for the Authority, the Trustee and Member will disclose the relationship to their appointing authority and take steps to mitigate any Conflict of Interest following their appointment. If the Trustee or Member fails to mitigate the Conflict of Interest regarding the Relative, the Board of Trustees or the Local Advisory Council may take any of the actions described in Section B(5).

D. Code of Conduct
1. As set forth in the Authority's Bylaws, Members and Trustees will complete and submit an Annual Certification of Code of Conduct prior to being seated and at least annually thereafter on October 31. If October 31 falls on a Saturday or Sunday, the Code of Conduct will be due on the Monday following October 31.
2. The Ethics Officer, in consultation with the Director of Board Governance and Legal Counsel, will revise the Annual Certification of Board Member Code of Conduct as needed.

E. Financial Disclosure Report
1. As set forth in the Authority's Bylaws, Members and Trustees will complete and submit a Financial Disclosure Report prior to being seated and at least annually thereafter on October 31. If October 31 falls on a Saturday or Sunday, the Financial Disclosure Report will be due on the Monday following October 31.

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2. Members and Trustees will submit a revised Financial Report within ten business days if there is a material change in the information previously disclosed in the most recently completed Financial Report.
3. The Ethics Officer and Legal Counsel will review Financial Disclosure Reports for Conflicts of Interest. If Conflicts of Interest have been disclosed, the Ethics Officer and Director of Board Governance will attempt to resolve them with the Member or Trustee. If the issue cannot be resolved, the Ethics Officer will submit the disclosure to the Chair of the Board of Trustees and the Chair of the Local Advisory Council. If the issue involves the Chair of the Board of Trustees or the Chair of the Local Advisory Council, the Ethics Officer will submit the disclosure to the Audit Committee.
4. The Ethics Officer will notify the appointing jurisdiction of a Member or Trustee in writing of any Conflicts of Interest disclosed in the Financial Disclosure Report.
5. Financial Disclosure Reports will be classified as public records under the Government Records Access and Management Act.
6. The Authority's Ethics Officer, in consultation with the Director of Board Governance and Legal Counsel, will revise the Financial Disclosure Report as needed.

F. Ethics Complaints

1. Ethics complaints alleging violations of the Utah Public Officers' and Employees' Ethics Act against Trustees, Members, the Executive Director, Chief Officers, and employees will be referred to the Political Subdivision Ethics Review Commission for resolution.
2. Ethics complaints involving Trustees, Members, the Executive Director, Chief Officers, and employees that do not allege violations of the Utah Public Officers' and Employees' Ethics Act or do not meet the requirements for a complaint under the standards of the Political Subdivision Ethics Review Commission will be investigated by the Ethics Officer or an independent investigator appointed by the Ethics Officer, if necessary. The Ethics Officer will submit written findings of investigations involving Trustees and Members to the Chair of the Board of Trustees and the Chair of the Local Advisory Council. If the investigation involves the Chair of the Board of Trustees or the Chair of the Local Advisory Council, the Ethics Officer will submit the written findings of the investigation to the Audit Committee. The Executive Director will designate an investigator to investigate ethics complaints against the Ethics Officer.
3. Following the receipt of written findings of an ethics investigation from the Ethics Officer or the Political Subdivision Ethics Review Commission, the Local Advisory Council or the Board of Trustees may consider the adoption of a resolution of public censure and/or a resolution recommending the removal of a Member or Trustee as determined by a majority vote at a regularly scheduled meeting. If a resolution is adopted, a copy will be forwarded to the appropriate appointing authority.

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IV. Cross References: Utah Public Officers' and Employees' Ethics Act, Utah Code §67-16-101; Political Subdivisions Ethics Review Commission Utah Code §63A-15-103; UTA Policy UTA.01.01 - Ethics.

Approved this 21st day of December 2022

_____
Carlton Christensen - Chair, Board of Trustees

_____
Secretary of the Authority

Approved as to form and content:

DocuSigned by:
Mike Bell
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Counsel for the Authority

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
06-12-2019	R2019-06-01 (06-19-2019)	Combined Board Policy Nos. 4.1.13 – Nepotism, 4.1.10 – Annual Certification of Board Member Code of Conduct, 2.1.9 – Financial Disclosure/Conflict of Interest, 4.4.1 – Actual and Potential Conflicts of Interest, and 4.4.7 – Ethics Review Commission into Board Policy 1.2 – Ethics.
09-07-2022	R2022-12-07 (12-21-2022)	Updated cross references and roles for key staff and counsel.

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Financial Management

Board of Trustees Policy No. 2.1

Application: Board of Trustees and Local Advisory Board

I. Purpose: The purpose of this policy is to provide financial oversight of the Authority; plan for its long-term financial needs; maintain and protect Authority assets and infrastructure; and develop, communicate, and implement appropriate internal controls regarding financial and risk management.

II. Policy:

A. Reserves

1. The Authority will maintain the following reserves:

a. General operating reserves, including the risk reserve, funded at a level equal to at least twelve percent (12%) of the Authority's budgeted operating expense, excluding non-operating expense, to be used as a working capital account throughout the year. The Treasurer will manage the use of the funds in the general operating reserve.

b. Service stabilization reserve funded at a level equal to three percent (3%) of the Authority's budgeted operating expense, excluding non-operating expense, to be used to avoid service reductions at such times as the Authority faces a revenue shortfall or cost overrun due to extraordinary circumstances. The Board of Trustees must give its prior approval before funds in the service stabilization reserve are used.

c. Bond reserves funded at a level required by bond covenants to be used for the payment of debt service in the event that the Authority fails to make scheduled bond principal and interest payments. The Board of Trustees must give its prior approval before funds in the bond reserve are used.

d. Capital replacement reserve to reach a level equal to one percent (1%) of the property, facilities, and equipment cost as reported in the comprehensive annual financial report to be used for capital repair or replacement costs due to extraordinary circumstances. The Board of Trustees must give its prior approval before funds in the capital replacement reserve are used.

e. Self-insurance/catastrophic reserve established annually through the budget process to reflect claims outstanding from risk management and estimable and presumed liability on open legal cases in coordination with the Attorney General's office. The amount in this reserve is reported to the Department of Public Safety annually. An element of

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the reserve will fund a catastrophic loss reserve for vanpool claims over existing insurance coverage. The funding of the catastrophic loss reserve may be funded by vanpool fees to mitigate large claims.

f. Debt reduction reserve fund for the purpose of retiring outstanding bonds or long-term obligations, with advance approval by the Board of Trustees, may be used to supplement the general operating reserve.

2. The Board of Trustees may establish other reserves and make additional contributions to existing reserves.
3. Reserve balances will be reported on the Authority's monthly financial statements.
4. Upon the use of any service stabilization, bond or capital replacement reserves, or debt reduction reserve the Board of Trustees will, by resolution, establish a timeline for the full reimbursement of the reserves within 60 months after their first use and begin to restore reserves used no later than 24 months after their first use.

B. Investments

1. The Board of Trustees will, after consultation with the Advisory Council, control investment of all Authority funds and funds held as part of the Authority's retirement system, and employee deferred compensation 457 plans.
2. The Authority's Pension Committee will manage the investment of the Authority's retirement system funds pursuant to the Pension Committee's Investment Policy, which shall be reviewed and approved by the Board of Trustees prior to adoption.
3. The Treasurer will manage the investment of all non-retirement Authority funds in compliance with applicable laws.

C. Debt

1. The Board of Trustees will, after consultation with the Advisory Council and with the approval of the State Financial Review Commission, approve all bond issuances.
2. The Board of Trustees will approve contracts for bond counsel, financial advisors, and bond underwriters.
3. The Board of Trustees will approve the method of sale and parameters for each bond issuance.
4. The Board of Trustees will, after consultation with the Advisory Council, approve the issuance of all other financial instruments.
5. The Executive Director will manage the debt and other financial instruments issuance processes.

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D. Financial Reporting

1. UTA's books and accounts will be maintained with generally accepted accounting principles set by the Governmental Accounting Standards Board for governmental enterprise funds.
2. The Chief Financial Officer will prepare and present to the Board a summary of investments, investment activity, and investment performance compared to benchmarks as soon as practical after the end of each calendar quarter.
3. The Chief Financial Officer will present monthly financial statements stating the Authority's financial position, revenues, and expenses to the Board of Trustees as soon as practical. Monthly and year-to-date budget versus actual reports will be included in the monthly financial report to the Board.
4. Other required financial reports, including the National Transit Database and State Transparency, will be prepared in accordance with federal and state reporting requirements and made on a timely basis.

E. Risk Management

1. The Executive Director will submit an annual report to the Board of Trustees on the status of the Authority's risk management program.
2. The Authority will maintain Public Officials Errors and Omissions Insurance in an amount determined to adequately protect the Authority.
3. The Executive Director will, as necessary, procure other insurance to compensate for losses that would adversely affect the Authority.

F. Internal and External Controls

1. The Authority will maintain a system of internal controls to safeguard its assets against loss, check the accuracy and reliability of its accounting data, and promote operational efficiency.
2. The Director of Internal Auditor will develop an internal audit program that complies with the International Standards for the Professional Practice of Internal Auditing.
3. The Treasurer is responsible for the opening and closing of bank accounts and ensuring that only authorized users are provided access to bank accounts.
4. As provided for in the Authority's Bylaws, the Board of Trustees will select a qualified independent auditing firm to conduct an annual financial audit. The auditing firm will present the results of its annual audit to the Authority's Audit Committee and the Board of Trustees.

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G. Long-term Financial Planning

1. The Executive Director will develop a long-term (5 years or longer) financial plan incorporating the Board of Trustees' strategic plan, identifying the Authority's long-term financial challenges and proposed solutions based upon reasonable projections of revenue and expense including operations and maintenance, reasonably anticipated new funding programs, capital expansion, maintenance of a state of good repair of existing assets, asset replacement, and debt issuance. The Executive Director will update the long-term financial plan three times a year.
2. The Board of Trustees will review the long-term financial plan annually and report it to the State Bonding Commission.

H. Budgeting

1. As provided for in the Authority's Bylaws, the Authority will prepare an annual budget and the Board of Trustees, after consultation with the Advisory Council, will approve the budget.
2. The Board of Trustees may amend or supplement the budget at any time after its adoption.
3. The Executive Director may make administrative adjustments to an adopted budget without Board of Trustee approval as long as those changes will not have a significant policy impact or affect budgeted year-end fund balances.

I. Capital

1. The Executive Director will develop a Five-Year Capital Plan to be approved by the Board of Trustees annually after consultation with the Local Advisory Council where they approve and recommended adoption by the Board of Trustees. The plan will be updated every year for inclusion in the annual budget process discussions and approvals. The Five-Year Capital Plan will be fiscally constrained and will maintain all assets at a state of good repair to protect the Authority's capital investment and minimize future maintenance and replacement costs.

J. Travel

1. The Board of Trustees will approve work-related international travel for the Authority's employees in a public meeting.

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III. Cross Reference: Utah Public District Transit Act, Utah Code §17B-2a-804 and 808.1; Utah State Money Management Act, Utah Code §51-7-1 et. seq.; Audit Committee Charter.

Approved this 21st day of December 2022

_____
Carlton Christensen - Chair, Board of Trustees

_____
Secretary of the Authority

Approved as to form and content:

DocuSigned by:
Mike Bell
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Counsel for the Authority

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
6-12-2019	R2019-06-01 (6-19-2019)	Combined Board Policy Nos. 1.26 – Debt Service Reserve and Rate Stabilization Fund, 2.1.8 – Service Stabilization Fund, 2.2.1 – Asset Protection, 2.2.3 – Insurance and Indemnification, 2.3.2 – Financial Conditions and Activities, and 2.3.3 - Budgeting into Board Policy 2.1 – Financial Management.
09-07-2022	R2022-12-07 (12-21-2022)	Added Self-insurance/catastrophic reserve and Debt reduction reserve; moved Grants section to Board Policy 2.2; removed Pension Committee from managing the investments of 457 plan (retaining oversight by the Board); updated 2022 statutory changes for State Financial Review Commission functions; clarified role of Advisory Council in approving and recommending Five-Year Capital Plan to the Board for adoption.

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Contract Authority, Procurement and Grants

Board of Trustees Policy No. 2.2

Application: Board of Trustees and Local Advisory Council

I. Purpose: The purpose of this policy is to establish the authority, duties, and responsibilities of the Board of Trustees and Chief Procurement Officer related to the Authority's procurement activities. It also establishes contracts, change orders, and disbursements that must be approved by the Board of Trustees.

II. Definitions:

A. "*Chief Procurement Officer*" means the individual designated by the Board to oversee the Authority's procurement related activity.

B. "*Former Employee*" means a company regardless of the business formation (e.g. sole proprietorship, partnership or corporation) where at least 50% of the ownership is held by a former employee; or a company where a former employee serves in an executive or managerial role

III. Policy:

A. Delegation of Authority

1. The Board of Trustees designates the Chief Financial Officer as the Authority's Chief Procurement Officer.

2. The Chief Procurement Officer will establish policies and procedures to ensure the Authority's procurements are carried out in compliance with applicable state and federal laws and the Authority's policies.

3. The Chief Procurement Officer will establish a Code of Conduct to govern the actions and performance of all Authority employees and designated agents of the Authority engaged in procurement activities.

B. Procurement Protest Appeals

1. The Chief Procurement Officer will review and decide procurement protests submitted by vendors.
2. An appeal of the Chief Procurement Officer's decision on a procurement protest must be submitted in writing to the Board of Trustees within five business days following the date of the decision.
3. The Board of Trustees will review the appeal and the decision of the Chief Procurement Officer, hear information from the appellant and the Chief Procurement Officer, and issue a final determination in writing to the Chief Procurement Officer and the appellant.

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C. Former Employees

1. The Authority may procure goods and services from former employees after one year of separation. The Authority may procure goods and services from former employees within the first year of separation under the following conditions:
   a. There is no personal or organizational conflict of interest
   b. The term of the contract does not exceed six months
   c. The amount obligated does not exceed $25,000
   d. The procurement conforms to applicable laws
   e. The Executive Director provides written notification to the Board of Trustees in advance.

2. The Board of Trustees must approve procurement of any goods or services with entities that hire former employees or who are represented by former employees within the twelve months following the employee's separation from UTA if the situation creates a Conflict of Interest as determined by the Chief Procurement Officer.

D. Contract, Change Order, and Disbursement Authority

1. The Board of Trustees will review and approve contracts that exceed a total value of $200,000 over the life of the contract, including any option years.

2. The Board of Trustees will review and approve the following contract change-orders:
   a. change orders that increase the total contract value to $200,000 or more
   b. change orders for contracts with a total value over $200,000 that increase the total contract by 15% or more
   c. all change orders over $200,000

3. The Board of Trustees will review and approve payment disbursements with a value of $200,000 or more. The Board may preapprove disbursements equal to or great than $200,000 by resolution.

4. The Executive Director may approve change orders, contracts, and disbursements described above in order to meet an urgent need for goods and services prior to approval by the Board of Trustees if the Authority will sustain serious injury if the change order, contract, or disbursement is not approved immediately. The Executive Director will report the approval of any change order, contract, or disbursement resulting from an urgent need to the Board of Trustees at its next scheduled meeting.

E. Grants

1. The allocation of anticipated federal formula fund grants will be determined during the annual budget process and approved by the Board of Trustees in its annual operating and capital budget.
2. Any discretionary grant pursued by the Authority will be consistent with the Authority's mission and strategic priorities.

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a. The Executive Director will notify the Board of Trustees if a discretionary grant of $200,000 or more is being sought.
b. A discretionary grant award of $200,000 or more will be presented to the UTA Board for approval at the time of the notice of award.
c. A discretionary grant project must be approved in the agency budget prior to the Board's approval defined in paragraph III(E)(2)(b) above.
d. The Executive Director, after receiving the Board's approval defined in paragraph III(E)(2)(b) above will be authorized to execute the grant agreement.

IV. Cross References: Utah Public Transit District Act, , Utah Code §17B-2a-804; Utah Procurement Code§63G-6a-101 et .seq. ; UTA Policy UTA.01.01 – Ethics; UTA Policy UTA.02.02 Contracting Authority; UTA Policy UTA.02.25 Procurement; UTA Policy UTA.02.01 Spending Authority; UTA Corporate Policies 1.2.2 – Technology Hardware and Software Procurement Policy; Corporate Policy 1.2.3 – Purchase Card Policy; Corporate Policy 1.2.4 – Health Insurance Requirements in UTA Design and Construction Contracts; Corporate Policy 1.1.7 – Procurement and Contracting Code of Conduct; Corporate Policy 1.2.2 – UTA Procurement Desk Reference; FTA Master Agreement v30-2022-1102.0; FTA Third Party Contracting Circular 4220.1F, Board Resolution R2020-01-03 Authorizing the Filing of Grant Applications with the FTA.

Approved this 21st day of December 2022

_____
Carlton Christensen - Chair, Board of Trustees

_____
Secretary of the Authority

Approved as to form and content:

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Counsel for the Authority

DocuSign Envelope ID: AEF07915-452B-473F-B7E9-B8F2EB87B51D

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
06-12-2019	R2019-06-01 (06-19-2019)	Combined Board Policy Nos. 1.2.4 – Procurement, 2.1.5 – Procurement, 3.3.2 – Procurement, and 4.5.1 – Procurement Appeal into Board Policy 2.2 – Contract Authority and Procurement.
09-07-2022	R2022-12-07 (12-21-2022)	Added definition of “Former Employee”; added Grants section.

DocuSign Envelope ID: AEF07915-452B-473F-B7E9-B8F2EB87B51D

Service Planning Implementation

Board of Trustees Policy No. 3.2

Application: Board of Trustees and Local Advisory Council

I. Purpose: The purpose of this policy is to establish a uniform process for planning, implementing, and managing the Authority's transit service planning to ensure transparency and collaboration with communities, regional partners, and stakeholders.

II. Definitions:

A. "*Transit Service Planning*" means the act of identifying, evaluating and implementing public transit services on all modes including bus, demand-response, paratransit and rail.

B. "*Change Day*" means the three regularly scheduled dates in April, August and December of each year, at which time the Authority implements changes in transit service.

C. "*Metropolitan Planning Organization*" ("MPO") means an organization designated to carry out the metropolitan transportation planning process.

III. Policy: The approval and implementation of the Authority's Service Planning process will proceed as described below and on Exhibit A.

A. Regional Transportation Plans ("RTPs")

1. RTPs are the plans developed by each of the Wasatch Front MPOs (Wasatch Front Regional Council and Mountainland Association of Governments) that set the direction and long-term vision for the Wasatch Front's transportation system, in coordination with future growth assumptions. Their primary purpose is to phase the implementation of major transportation investments and to guide federal funding priorities.

2. The RTPs are developed through collaborative processes with input from state, regional, and local leaders. The Authority will participate in the development of the RTPs by identifying transit needs and providing technical expertise and scenario planning tools.

3. The RTPs include major roadway, transit, and active transportation projects. Transit projects identified in the RTPs include both rail-based (commuter, light rail) and significant bus enhancements (bus rapid transit, core route). The RTPs do not include local bus, demand-response transit, or paratransit modes, although ongoing funding of capital and operating expenses of these services is assumed and accounted for in the RTP as programmatic elements.

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4. Projects in the RTPs are categorized into funding phases and anticipated timelines. The RTPs rely on assumed new revenues that create a fiscal constraint of what projects can be implemented in each phase. If a project is in the first phase of an RTP, the Authority will begin working with stakeholders to further evaluate and determine whether the project should move towards funding and implementation.

5. The RTPs are updated every four years and approval authority resides with the MPO technical and policy committees.

B. Five-Year Service Plan

1. The Authority will collaborate with counties and local municipalities on a two-year cycle to prepare and update a Five-Year Service Plan.

2. The Five-Year Service Plan will serve as a rolling, annual work plan that guides the Authority's service planning decisions.

3. The Five-Year Service Plan will include all modes within the Authority's portfolio, as well as active transportation initiatives, and will be financially constrained by available funding levels or planned use of committed new revenues.

4. During the Five-Year Service Plan phase, the Authority will facilitate a collaborative process in which the counties, local municipalities, and members of the community participate in workshops to establish transit service goals, explore various service network design scenarios, and coalesce around a vision for the Authority's service. This direction will be captured and presented in a Draft Five-Year Service Plan.

5. The Authority will conduct a second round of outreach to solicit community feedback on the draft Five-Year Service Plan. This step will include consultation with each County within the Authority's service area.

6. Feedback received on the draft Five-Year Service Plan will be considered and incorporated, as appropriate, into a final Five-Year Service Plan.

7. The Authority's Local Advisory Council will review the Five-Year Service Plan and make a recommendation to the Board of Trustees for approval of the Plan with any suggested revisions.

8. Final approval authority of the Five-Year Service Plan lies with the Authority's Board of Trustees.

C. Annual Service Changes

1. The Authority will review the Five-Year Service Plan annually to develop implementation plans for changes to its service.

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2. Prior to moving forward with any recommended service changes, the Authority will consult with any affected local governments to discuss the Five-Year Service Plan and the associated implementation measures being considered. If substantial concerns or questions are raised, the recommended service changes will be postponed and reconsidered in the next update to the Five-Year Service Plan.

3. The Authority will conduct a public hearing on any major service changes in compliance with its policies and federal requirements. If substantial concerns are raised during this phase, the proposed service changes may be modified to address the concerns or may be postponed and reconsidered in the next update to the Five-Year Service Plan.

4. The Authority will conduct at Title VI Service and Fare Equity analysis in compliance with its policies and federal requirements to determine if the proposed service changes pose disproportionate impacts to protected classes. The Board of Trustees will approval of the Title VI analysis and determine if the implementation of the proposed service changes should proceed.

5. If no substantial concerns are raised, the Authority will proceed with a comprehensive production process which includes schedule creation, bus and operator assignments, run-cutting and compliance with collective bargaining agreements, marketing and promotions, bus stop and on-street changes, printed and electronic information.

D. Service Implementation. Transit service implementation occurs at the designated service Change Days. These Change Days occur three times per year: in April, August, and December. The April and December Change Days are reserved for seasonal ski service. The August Change Day is targeted for all other changes to timing, routing, as well as addition or reductions of service as outlined in the Five-Year Service Plan.

E. Comprehensive System Analysis

1. The Authority will conduct a comprehensive analysis of the entire service network associated with each update to the Five-Year Service Plan. This includes evaluation of existing services against the Authority's established Service Design Guidelines to determine if a service is meeting minimum performance thresholds.

2. At the conclusion of this analysis, the Authority will determine whether a service not meeting minimum standards should be modified, discontinued, or receive additional marketing promotion. Similarly, services meeting or exceeding performance standards will be evaluated to determine if they warrant additional resources, frequency, or span.

3. Recommendations from the Comprehensive System Analysis will be incorporated into the next update to the Five-Year Service Plan.

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IV. Cross References: Utah Public Transit District Act 17B-2a-804, 808.1, and 808.2; Civil Rights Act of 1964, 42 United States Code § 2000d Title VI; Title VI Requirements and Guidelines for Federal Transit Administration Recipients, FTA C 4702.1B.

Approved this 21st day of December 2022

_____
Carlton Christensen - Chair, Board of Trustees

_____
Secretary of the Authority

Approved as to form and content:

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Counsel for the Authority

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
02-20-2019	R2019-02-03	Revised to reflect process changed, renamed, and renumbered from Executive Limitations Policy No. 2.1.4 – Changes to Levels of Service and Routing to Executive Limitations Policy No. 1.4.2 – Service Planning Implementation.
06-12-2019	R2019-06-01	Renumbered and renamed from Executive Limitations Policy No. 1.4.2 – Service Planning Implementation to Board Policy No. 3.2 – Service Planning Implementation; reformatted and revised to reflect name change from Local Advisory Board to Local Advisory Council.
09-07-2022	R2022-12-07 (12-21-2022)	Revised naming of Five-Year Plan from Mobility Plan to Service Plan.

DocuSign Envelope ID: AEF07915-452B-473F-B7E9-B8F2EB87B51D

Exhibit A

UTA Service Planning and Implementation Process

DocuSign Envelope ID: AEF07915-452B-473F-B7E9-B8F2EB87B51D

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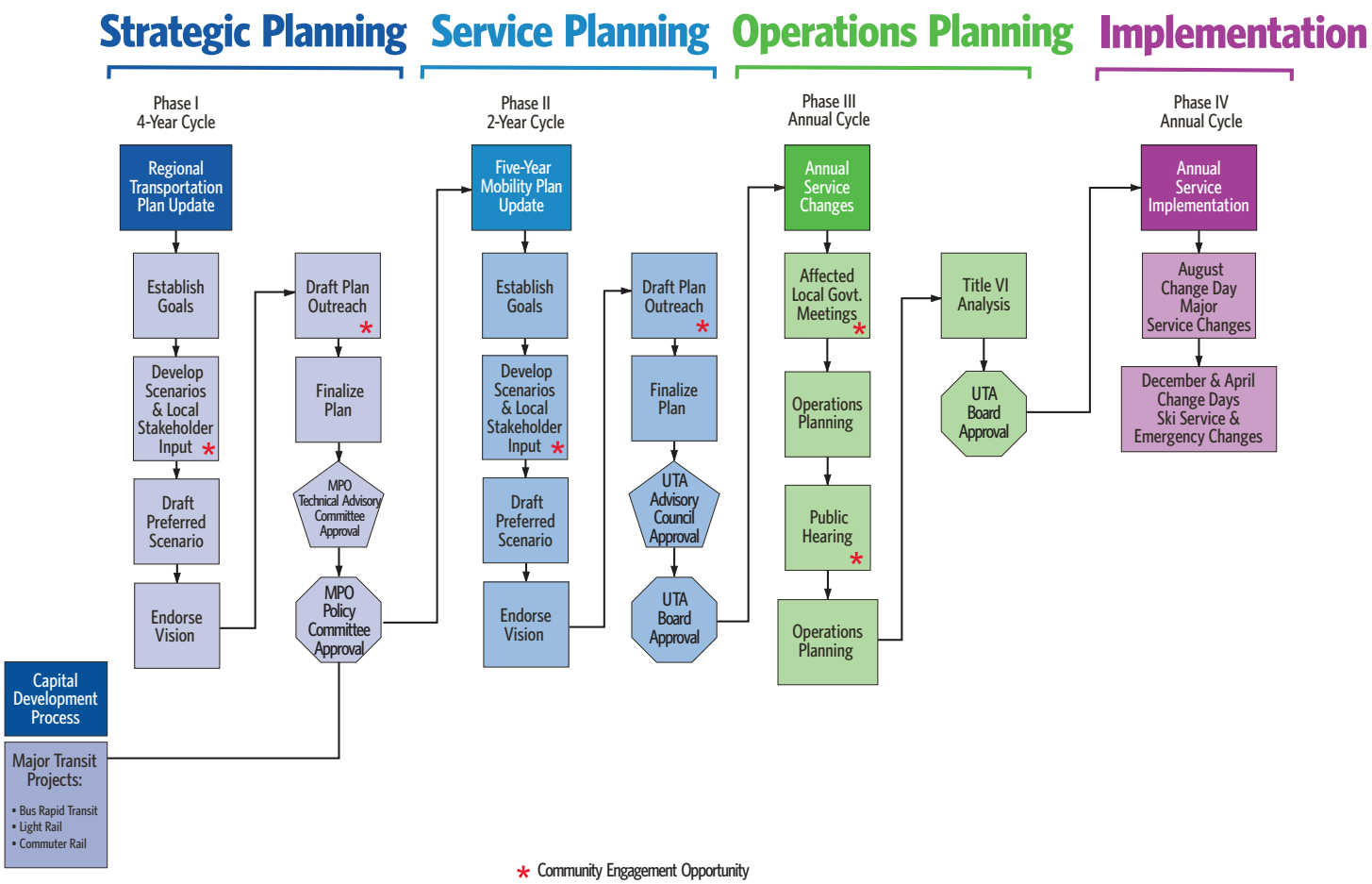
UTA Service Planning and Implementation Process



Revised 6-14-19

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Capital Development Project Implementation

Board of Trustees Policy No. 3.3

Application: Board of Trustees and Local Advisory Council

I. Purpose: This policy establishes how Capital Development projects are advanced from the planning study phase through development and implementation. It also establishes the process by which the Local Advisory Council and the Board of Trustees approve Capital Development projects.

II. Definitions:

A. "*Capital Development Project*" means a project that creates new assets that:

1. Expand transit service through construction of new or extended rail lines or bus rapid transit systems (including associated acquisition of new revenue service vehicles) ("*Transit Corridor Project*"); or

2. Involve the construction of new or replacement transit-related facilities that include structures (e.g. maintenance facilities, pedestrian bridges, parking structures, stations, etc.) or other major infrastructure components (intermodal centers, bus hubs, etc) ("*Transit Facilities Project*"); and

3. Are not transit-oriented development projects.

4. For purposes of this policy, Capital Development Projects do not apply to ongoing maintenance, state of good repair, safety and security, or information technology projects, unless those projects fit into the definition of Capital Development Projects.

B. "*Capital Project Plan*" means a plan for a Transit Corridor Project that includes the following information: project overview, purpose and needs, ridership and benefits, initial cost estimates, and funding potential.

III. Policy:

A. The planning, construction, and approval of the Authority's Transit Corridor Projects will proceed as described below and on Exhibit A.

1. Systems Planning.

a. During the systems planning process, the Authority considers the long-range regional transportation plans developed by the Metropolitan Planning Organizations (MPOs), local master plans and transportation plans, community

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needs, and community support for potential capital projects. This visioning effort leads to the identification of specific projects to be studied further.

2. Project Study

    a. During the project study phase, the Authority identifies the purpose of a project and assesses the need for and the benefits of a project. The Authority also evaluates initial cost estimates and funding potential and develops a proposed Capital Project description.

    b. The Authority will present the proposed Transit Corridor Project description to the Local Advisory Council and the Board of Trustees for informational purposes as it advances to the development phase.

3. Environmental Analysis.

    a. After a proposed Transit Corridor Project moves to the development phase, the Authority begins the environmental analysis and conceptual engineering for the project. The environmental process identifies a preferred alternative, including alignment and mode and/or site selection. Capital, operating and maintenance cost estimates are also refined and developed. Public and stakeholder involvement will occur throughout the environmental analysis phase.

    b. Once affected MPO(s) approve the locally-preferred alternative (LPA) for the project and presentations are made to affected City Councils, a Capital Project Plan will be prepared.

    c. The Capital Project Plan will include the LPA, the project's impacts, benefits, costs, and a funding plan that identifies local funding partners, grant opportunities, and other funding sources. The Capital Project Plan, along with comments received from affected partners, will be presented to the UTA Local Advisory Council for its approval and recommendation for adoption by the Board of Trustees. The Capital Project Plan will then advance to the UTA Board of Trustees for its final approval and adoption, and to the federal funding agency if federal funding is being sought.

4. Funding.

    a. Any funding agreements between local partners will be approved by the UTA Board of Trustees. Applicable grant applications will be initiated at this time.

5. Procurement.

    a. After funding is secured, the Authority may begin procurement efforts, select project designers and contractors, and initiate the purchase of vehicles and equipment.

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b. All contracts will be approved in accordance with the policies of the Board of Trustees.

6. Design/Construction.

a. Once design is underway, and appropriate activation steps are completed, the Authority is authorized to acquire necessary rights of way, begin project construction, and commence operation in accordance with the policies of the Board of Trustees.

B. The planning, construction, and approval of the Authority's Transit Facilities Projects will be developed and approved as part of the Five-Year Capital Plan as defined in Board Policy 2.1 Financial Management

IV. Cross References: Utah Public Transit District Act, Utah Code § 17B-2a-804 and 801.1; Board Policy 2.1 Financial Management; Board Policy 2.2 Contract Authority, Procurement and Grants.

Approved this 21st day of December 2022

_____
Carlton Christensen - Chair, Board of Trustees

_____
Secretary of the Authority

Approved as to form and content:

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Counsel for the Authority

DocuSign Envelope ID: AEF07915-452B-473F-B7E9-B8F2EB87B51D

Revision/Review History:

Date of Local Advisory Council Consultation	Board of Trustees Approval (Resolution Number)	Action
02-20-2019	R2019-02-04	Revised, renamed, and renumbered from Ends Policy No. 1.4.2 – Planning, Designing, Funding and Construction of Transportation Infrastructure and Services to Policy 1.4.2 – Capital Development Project Implementation.
06-12-2019	R2019-06-01	Reformatted, renumbered to Board Policy 3.3, and revised to reflect name change from Local Advisory Board to Local Advisory Council.
09-07-2022	R2022-12-07 (12-21-2022)	Clarification added on definitions and processes for Capital Project Plans and Transit Corridor Projects; added correlation to Five-Year Capital Plan defined in Board Policy 2.1 Financial Management.

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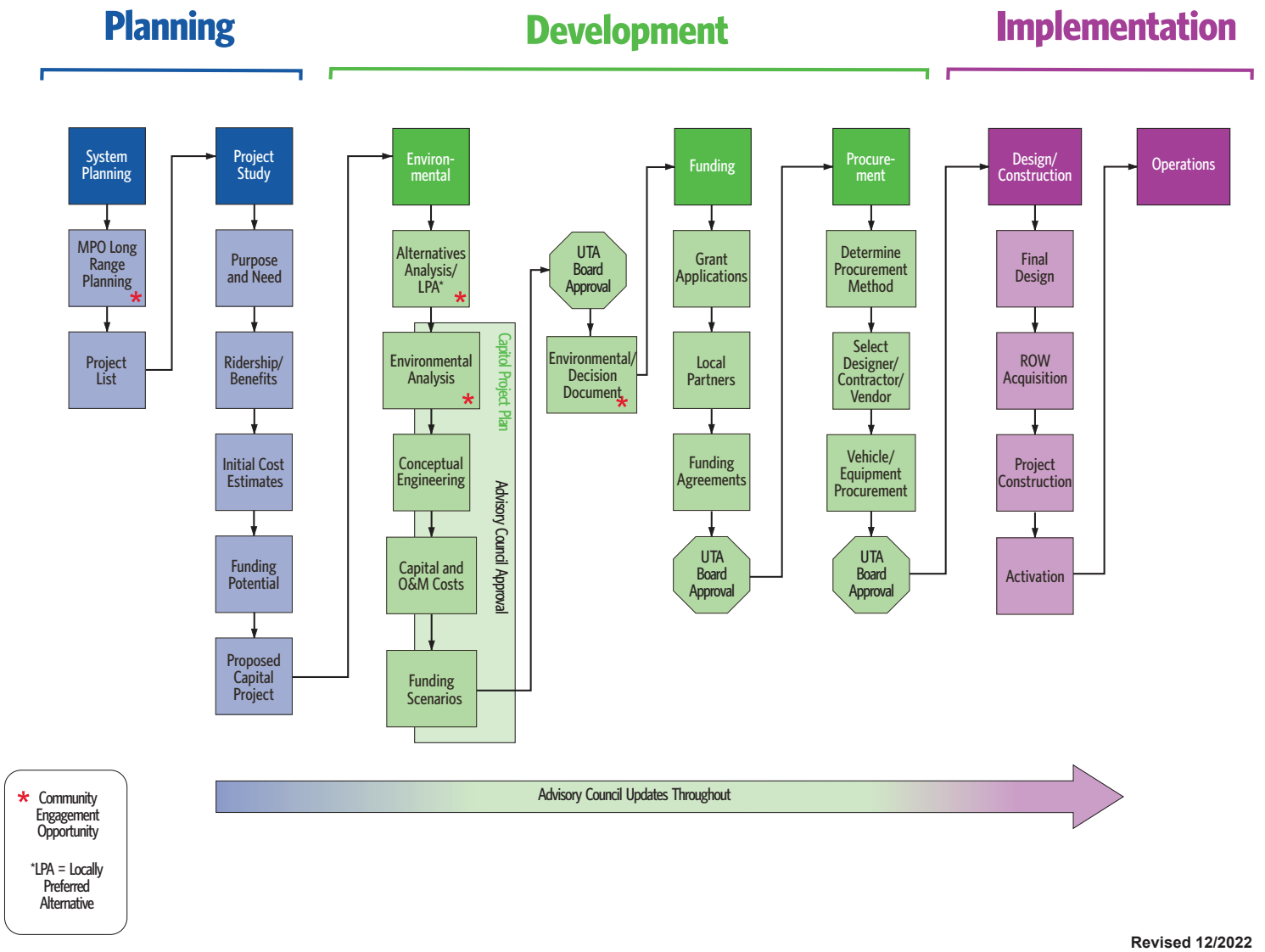
Exhibit A

Capital Development / Transit Corridor Project Implementation Process

DocuSign Envelope ID: AEF07915-452B-473F-B7E9-B8F2EB87B51D

DocuSign Envelope ID: 813B69F3-B529-4D02-9D52-9E8FDC0DF502

UTA Capital Development / Transit Corridor Project Implementation Process



Revised 12/2022

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Fares

Board of Trustees Policy No. 4.1

Application: Board of Trustees

I. Purpose: The purpose of this policy is to establish and maintain an effective fare system for the Authority.

II. Definitions:

"*Charter Service*" is transportation provided by the Authority at the request of a third party for the exclusive use of a bus or van for a negotiated price.

"*Complimentary Passes*" are free passes granting access to the Authority's transportation services.

"*Complimentary Service*" is free transportation service provided by the Authority for which no fares or operation costs are collected.

"*Sponsored Fare*" means transportation fares paid for in part of in full by a third party for service that is not Charter Service.

"*Sponsored Service*" means transportation service paid in part or in full by a third party for service that is not Charter Service.

III. Policy:

A. The Board of Trustees will evaluate and establish the Authority's base fare rates in compliance with federal and state requirements.

B. The Executive Director will present the following to the Board of Trustees for approval:
1. Special fare rates including pilot programs, promotions, bulk fare purchases, period pass fare products, specially priced programs and products, and pre-paid fare products
2. Discounts to base fare rates
3. Market segments or groups that are exempt from fare payment
4. Adoption of new fare media and modifications to existing fare media
5. Requests for Charter Service
6. Requests for Sponsored Fare
7. Requests for Sponsored Service
8. Requests for Complimentary Service
9. Requests for complimentary passes that exceed $5,000
10. Requests to authorize lifetime transit passes to individual(s) will be approved by the Board of Trustees by resolution

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C. The Executive Director will provide notice to the Board of Trustees of the following:
   1. The status of Education Pass negotiations with public colleges and universities
   2. The status of negotiations for bulk pass purchases over $200,000
   3. Fare suspensions or reductions resulting from a declared emergency

D. The Board of Trustees may delegate approval authority under this Policy to a designee.

IV. Cross References: Urbanized Area Formula Grants, 49 United States Code §5307; Americans with Disabilities Act, 42 United States Code §12101 et seq.; Charter Service 49 CFR Part 604; Environmental Justice Guidance, FTA Circular 4703.1; Fare Equity Analysis, FTA Circular 4702.1B; Public Transit District Act, Utah Code § 17B- 2a-808.1; UTA Policy UTA.02.03 – Fares; UTA Corporate Policy 4.2.1 – Emergency and Disaster Preparedness; UTA R2020-01-04 Complimentary Service.

Approved this 21st day of December 2022

_____
Carlton Christensen - Chair, Board of Trustees

_____
Secretary of the Authority

Approved as to form and content:

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Counsel for the Authority

DocuSign Envelope ID: AEF07915-452B-473F-B7E9-B8F2EB87B51D

Revision/Review History:

Local Advisory Council Review	Board of Trustees Approval (Resolution Number)	Action
07-17-2019	R2019-07-03 (07-31-2019)	Revised and adopted new Board Fare Policy and rescinded the following Board Policies: Executive Limitations Policy No. 2.1.2 – Fare Discounts; Executive Limitations Policy No. 2.4.2 – Review of Rates and Charges for Service; and Executive Limitations Policy No. 2.1.7 – Pilot Programs and Innovative Services.
09-07-2022	R2022-12-07 (12-21-2022)	Updated Section III(B) identifying fare products requiring Board approval.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	William Greene, Chief Financial Officer
PRESENTER(S):	Monica Morton, Fares Director Kensey Kunkel, Manager Business Development and Sales

TITLE:

R2022-12-08 - Resolution Establishing Parameters in which the Executive Director can Declare Free Fare for a Period of Time in Commemoration and Support of the 2023 NBA All-Star Game

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve and adopt resolution R2022-01-08 authorizing parameters in which the Executive Director may declare a free fare period in commemoration and support of the 2023 NBA All-Star Game in Salt Lake City

BACKGROUND:
Utah Transit Authority ("UTA") seeks opportunities to subsidize rider fares including the Free Fare for Clean Air program. This is part of an effort to improve air quality along the Wasatch Front by encouraging more people to consider using transit as an alternative to driving.

The main goals of this initiative are to:

- Help people get out of their cars, reduce emissions, and improve air quality
- Commemorate the 30th anniversary of the NBA All-Star Game which took place in Salt Lake City in February 1993
- Gather valuable data on how free fares impact transit use

Board Policy 4.1 Fares requires the Board of Trustees to establish fare rates and approve any discounted or complimentary fare periods.

DISCUSSION:
UTA staff is requesting the Board of Trustees approve resolution R2022-12-08 to authorize free fare system wide on all UTA services from February 12, 2023, to February 21, 2023, and to authorize an individual's airline boarding pass to be valid as transit fare in the month of February 2023.

ALTERNATIVES:
Do not approve the resolution and continue to collect fares during February

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FISCAL IMPACT:
The fiscal impact of approving this resolution is a potential revenue loss of $1 to $1.5 million.

ATTACHMENTS:
Resolution

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY ESTABLISHING PARAMETERS IN WHICH THE EXECUTIVE DIRECTOR CAN DECLARE FREE FARE FOR A PERIOD OF TIME IN COMMEMORATION AND SUPPORT OF THE 2023 NBA ALL-STAR GAME

R2022-12-08 December 21, 2022

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

WHEREAS, the Act empowers the Board of Trustees (the "Board") of the Authority to fix the fares charged to riders of the Authority's transit services; and

WHEREAS, the Act also requires the Board to review and approve all contracts pertaining to reduced fares; and

WHEREAS, the Board of the Authority adopted Board of Trustee Policy 4.1 – Fares ("the Policy"); and

WHEREAS, the Policy empowers the Board of the Authority to set base fares and approve discounts to fare, complimentary service, or sponsored fare for transit services; and

WHEREAS, 2023 marks the thirtieth anniversary of the NBA All-Star game, which will take place at the Vivint Arena in Salt Lake City, Utah during the month of February 2023; and

WHEREAS, the Board of the Authority anticipates heavy transit usage during the timeframe the All-Star game, and related activities are occurring; and

WHEREAS, the Board of the Authority desires to celebrate this anniversary and participate in air quality improvement by establishing a Free Fare Period beginning February 12, 2023, through February 21, 2023, in which the community can ride any transit service on the Authority's system for free; and

WHEREAS, the Board of the Authority desires to promote the use of transit for travel to and from the Salt Lake City International Airport by allowing an individual's airline boarding pass to be valid fare on the UTA system during the month of February; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Utah Transit Authority:

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1. That the Board hereby establishes a Free Fare Period, beginning February 12, 2023, through February 21, 2023, in which the community can ride any transit service on the Authority's system for free.

2. That the Board hereby establishes a promotional period starting February 1, 2023, through February 28, 2023, where a passenger with an airline boarding pass may use any transit service on the Authority's system for travel to and from the Salt Lake City International Airport.

3. That the Executive Director and staff of the Authority are required to bring any fare agreement which subsidizes an additional free fare period in February 2023 to the Board for approval at a later meeting.

4. That the Board ratifies the actions of the Executive Director, staff, and counsel to give effect to this Resolution.

5. That the corporate seal be attached hereto.

Approved and adopted this 21st day of December 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
David Wilkins
5E3257B1CF024B9...
Legal Counsel

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Jay Fox, Executive Director
PRESENTER(S): Sheldon Shaw, Director Safety & Security

TITLE:

R2022-12-09 - Resolution Approving and Authorizing the Execution of the Authority's Amended Transit Agency Safety Plan (TASP)

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve resolution R2022-12-09, authorizing the Authority's Executive Director to execute and deliver the TASP on behalf of the Authority.

BACKGROUND:
The Federal Transit Administration (FTA) under rule 49 CFR Part 673 requires Rail Transit Agencies (RTA's) to have a compliant TASP.

Currently at UTA the TASP covers all modes and business units.

DISCUSSION:
General FTA requirements for the TASP include:

1. An approval by the agency's Accountable Executive and Board of Directors (or an equivalent authority);

2. The designation of a Chief Safety Officer;

3. The documented processes of the agency's Safety Management Systems (SMS), including the agency's Safety Management Policy and processes for Safety Risk Management, Safety Assurance, and Safety Promotion;

4. An employee reporting program;

5. Performance targets based on the safety performance measures established in FTA's National Public Transportation Safety Plan (NSP);

6. Criteria to address all applicable requirements and standards set forth in FTA's Public Transportation Safety Program and the NSP; and

7. A process and timeline for conducting an annual review and update of the safety plan.

At the December 21st Board Meeting, staff will provide an overview of changes made to the January 2023 revision to UTA's Transit Agency Safety Plan.

ALTERNATIVES:
As a recipient of financial assistance under FTA's 5307 program, UTA is required to have a compliant TASP approved annually by the Board of Trustees.

FISCAL IMPACT:
Resources to support this plan are allocated through the Agency's annual budget process.

ATTACHMENTS:

- R2022-12-09 - Resolution Approving and Authorizing the Execution of the Authority's Amended Transit Agency Safety Plan (TASP)

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY APPROVING AND AUTHORIZING THE EXECUTION OF THE AUTHORITY'S AMENDED TRANSIT AGENCY SAFETY PLAN

2022-12-09 December 7, 2022

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

WHEREAS, the Authority operates a light rail system known as TRAX (the "TRAX System"); and

WHEREAS, the TRAX System is a rail fixed guideway public transit system, the safety of which is regulated by the Utah Department of Transportation under the Federal Transit Administration's state safety oversight laws and regulations (collectively the "SSO Rules"); and

WHEREAS, pursuant to the SSO Rules, the Authority is required to develop a comprehensive public transit agency safety plan (the "TASP") to: (i) identify and evaluate safety risks related to the TRAX System; (ii) implement strategies mitigating such risks; (iii) establish a process for annual reviews of the safety plan; (iv) set safety performance targets; (v) assign safety responsibilities; and (v) establish a staff safety training program; and

WHEREAS, the SSO Rules require that the TASP, and any updates to the TASP, be approved by the Board of Trustees for the Authority (the "Board") and executed by a single executive who has ultimate responsibility for implementing the TASP (the "Accountable Executive"); and

WHEREAS, the Authority has prepared a revised TASP in the form attached as Exhibit A, which revised TASP has been presented to the Board for review and approval.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves the TASP attached as Exhibit A.

2. That Resolution R2021-12-10, approving the TASP and Accountable Executive for 2022 is hereby superseded.

3. That the Board hereby designates the Authority's Executive Director as the Accountable Executive and authorizes the Executive Director to execute and deliver the TASP on behalf of the Authority.

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

4. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and counsel to prepare the TASP.

5. That the corporate seal be attached hereto.

Approved and adopted this 21st day of December 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
David Wilkins
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Legal Counsel

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

Exhibit A

(Transit Agency Safety Plan)

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UTAH TRANSIT AUTHORITY

TRANSIT AGENCY SAFETY PLAN (TASP)

January 2023

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Revision Date	Description of Revisions	Person Issuing Changes
November 1999	Original SSPP issue which includes the System Security Plan	Steve Cain UTA Risk Manager
January 2001	Annual Update	Ed Buchanan Rail Safety Administrator
January 2002	Annual Update (TRAX Only Removal of Bus info.)	Ed Buchanan Rail Safety Administrator
January 2003	Annual Update (Removal of System Security Plan)	Ed Buchanan Rail Safety Administrator
January 2004	Annual Update	Ed Buchanan Rail Safety Administrator
January 2005	Annual Update	Ed Buchanan Rail Safety Administrator
April 2006	Final Rule 659 changes – New standards from UDOT	Ed Buchanan Rail Safety Administrator
April 2007	Implemented the SSPP requirements for commuter railroads using The Manual for the Development of SSPP for Commuter Railroads 5/15/06	Ed Buchanan Rail Safety Administrator
January 2009	Annual Update	Ronald W. Nickle Rail Safety Administrator
December 2009	Annual Update	Ronald W. Nickle Rail Safety Administrator
April 2010	Annual Update	Ronald W. Nickle Rail Safety Administrator
February 2011	Annual Update	Ronald W. Nickle Rail Safety Administrator
October 2012	Annual Update	Ed Buchanan Safety Department
January 2013	Annual Update	Darin L. Francom Safety Department

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January 2014	Annual Update	Darin L. Francom Safety Department
January 2015	Annual Update, Change document to Transit Agency Safety Plan (TASP) format in preparation for the implementation of MAP-21 requirements from 49 USC 5329 (e)	Darin L. Francom Ed Buchanan Safety Department
January 2016	Annual Update	Darin L. Francom Ed Buchanan Safety Department
January 2017	Annual Update	Darin L. Francom Ed Buchanan Safety Department
January 2018	Annual Update	Darin L. Francom Ed Buchanan Safety Department
January 2019	Annual Review and Update	Darin L. Francom Sheldon Shaw Safety Department
January 2020	Annual Review and Update	Darin L. Francom Travis King Safety Department
January 2021	Annual Review and Update	Travis King Tina Bartholomew Safety Department
January 2022	Annual Review and Update	Travis King Safety Department
January 2023	Annual Review and Update	Travis King Kent Muhlestein Safety Department

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DEFINITIONS AND ACRONYMNS

DEFINITIONS

Accident	In accordance with 49 CFR Part 674, an event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision involving a rail transit vehicle; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
Confidential Close-Call Reporting System (C3RS)	A voluntary confidential program allowing employees and contractors to report close calls. The program provides a safe environment for employees and contractors to report unsafe events and conditions.
Case Management System (CMS)	The online database and process that makes up the C3RS program.
Certifiable Items List (CIL)	A UTA-approved list of safety and security certifiable elements and sub-elements.
Corrective Action Plan (CAP)	A plan developed by the rail transit agency that describes the actions the rail transit agency will take to minimize, control, correct, or eliminate hazards, and the schedule for implementing those actions.
Event	Means, in accordance with 49 CFR Part 674, an Accident, Incident, Occurrence, or serious occurrence.
Face Up	When two trains are moving toward each other on the same track due to system or operator error and have the potential to collide.
Front Runner System Safety Plan (FRSSP)	Commuter Rail's structured program with proactive processes and procedures, developed and implemented to identify and mitigate or eliminate hazards and the resulting risks (mirrors TASP). See 49 CFR Part 270.
Hazard	Any real or potential condition that can cause injury, illness, or death; damage to or loss of a system, equipment, or property; or damage to the environment.
Hazard Management	The process of identification and analysis of a hazard to mitigate, control, or accept it.
Incident	In accordance with 49 CFR Part 674, an event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a rail transit agency.
National Transit Database (NTD)	An Internet-based system for reporting of major and non-major events administered by the FTA at www.NTDProgram.com

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Occurrence	An event where there is no personal injury, nor property damage that causes disruption to rail services. Such events include vandalism/theft.
Passenger	A person who is boarding, on board, or alighting from a transit vehicle for the purpose of travel.
Positive Train Control (PTC)	A system that uses communication-based/processor-based train control technology that is capable of reliably and functionally preventing train-to-train collisions, overspeed derailments, incursions into established work zone limits, and the movement of a train through a main line switch in the wrong position.
Rail Fixed Guideway System (RFGS)	As determined by FTA, any light, heavy, or rapid rail system, monorail, inclined planer, funicular, trolley, or automated guideway not regulated by the FRA, that is included in FTA's calculation of fixed guideway route miles or receives funding under formula program for urbanized areas.
Rail Transit Controlled Property	A property that is used by the rail transit agency and may be owned, leased, or maintained by the rail transit agency.
Rail Transit Vehicle	The rail transits agency's rolling stock, including, but not limited, to passenger or maintenance vehicles.
Serious Occurrence	A UDOT-defined safety event category that requires a comprehensive accident-level investigation.
Revenue Service Operation	Any transit service operation that is available for public use.
Risk	An expression of possible loss over a specified period or number of operational cycles. It may be expressed as the product of hazard severity and probability.
Rule	The regulations, promulgated by the Federal Transit Administration, regarding the state safety oversight of rail fixed guideway systems. The 49 CFR Part 659 Final Rule became effective May 1, 2005.
Safety	Freedom from harm resulting from unintentional acts or circumstances.
Safety Critical	A term applied to any condition, event, operation, process, or item whose proper recognition, control, performance, or tolerance is essential to safe system operation (e.g., safety critical function, safety critical path, safety critical component).
S\\ Or S Drive Or Safety Drive	This is the shared network drive for the safety department, found on the UTA network at \\users\departments\safety department.
Safety Management System	A method of identifying hazards and controlling risks in a work and operational environment that continually monitors these methods for effectiveness.

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Serious Injury	Serious injury means, in accordance with 49 CFR Part 674, any injury which: 1. Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; 2. Results in a fracture of any bone (except simple fractures of fingers, toes, or nose); 3. Causes severe hemorrhages, nerve, muscle, or tendon damage; 4. Involves any internal organ; or 5. 5. Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.)
State Safety Oversight Agency (SSOA)	State Safety Oversight Agency (SSOA) means the entity, other than the rail transit agency, designated by the state or several states to implement the safety and security oversight of rail transit agencies. In particular for this document, SSOA refers to the Utah Safety Oversight Program, managed by the Utah Department of Transportation (UDOT).
System Life Cycle	All phases of the system's life including design, research, development, test and evaluation, production, deployment (inventory), operations, support, and disposal.
UDOT Program Procedures and Standards	Program Procedures and Standards means a written document developed and adopted by the oversight agency (UDOT), that describes the policies, objectives, responsibilities, and procedures used to provide rail transit agency safety and security oversight.
System Security Plan (SSP)	Document describing the responsibilities and procedures for security of a system.
Temporal Separation	Operating conventional freight/passenger and transit rail equipment at completely distinct periods of the day, and procedures to ensure strict observation of the defined operating windows.

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ACRONYMS

AEG	Accident Evaluation Group
APTA	American Public Transportation Associates
ARC	Accident Review Committee
AC	Activation Committee
BSC	Bus Safety Committee
CAP	Corrective Action Plan
CAR	Corrective Action Request
CCC	Configuration Control Committee
ED	Executive Director (UTA)
CFR	Code of Federal Regulations
CIL	Certifiable Items List
CR	Commuter Rail
CSC	Construction Safety Committee
DSS	Director of Safety & Security
DHS	Department of Homeland Security
EPP	Emergency Preparedness Plan
FAST	Fixing America's Surface transportation
FHR	Final Hazard Rating
FRA	Federal Railroad Administration
FRSSP	Front Runner System Safety Program
FTA	Federal Transportation Administration
GM	General Manager
GMSSC	General Manager's Safety and Security Committee
IHR	Initial Hazard Rating
MAP-21	Moving Ahead for Progress in the 21st Century
MOC	Management of Change
NCR	Non Conformance Report
NRC	National Response Center
NTD	Nation Transit Database
NTSB	National Transportation Safety Board
OHA	Operational Hazard Analysis
PAR	Preventive Action Request

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PHA	Preliminary Hazard Analysis
POC	Point of Contact
PTC	Positive Train Control
QA	Quality Assurance
QC	Quality Control
RAP	Rail Activation Plan
RFGS	Rail Fixed Guideway System
RGM	Regional General Manager
RSC	Rail Safety Committee
SDS	Safety Data Sheets
SMS	Safety Management System
SOP	Standard Operating Procedure
SSCVR	Safety and Security Certificate Verification Report
SSO	State Safety Oversight
SSP	System Security Plan
SSPP	System Safety Program Plan (replaced by TASP)
SSPS	System Safety Program Standard
SSRC	Safety and Security Management Review Committee
SSWG	Safety and Security Working Group
TASP	Transit Agency Safety Plan (replaces SSPP)
TOC	Transportation Operations Center
TSA	Transportation Safety Administration
TVA	Threat and Vulnerability Assessment
UDOT	Utah Department of Transportation
UOSH	Utah Occupational Safety and Health Administration
UTA	Utah Transit Authority

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I SAFETY MANAGEMENT POLICY

The Transit Agency Safety Plan framework starts with the Safety Management Policy. The Safety Management Policy section is UTA's commitment to safety, its objectives, safety goals, the organizational structure established, and plans written to obtain these goals and objectives.

1.1 AUTHORITY AND POLICY STATEMENT

1.1.1 INTRODUCTION

Utah Transit Authority (UTA) is a special transportation district of the state of Utah with its headquarters at 669 West 200 South, Salt Lake City, Utah, 84101. UTA was created on March 2, 1970, by the Utah Legislature. UTA is a multimodal agency comprised of light rail (Trax), commuter rail (Front Runner), bus, and special services.

UTA's mission is to provide integrated mobility solutions to service life's connections, improve public health and enhance quality of life. In accordance with the directives of Moving Ahead for Progress in the 21st Century Act, (MAP-21) and Fixing America's Surface Transportation (FAST) Act, UTA undertook the conversion of the System Safety Program Plan (SSPP) into the Transit Agency Safety Plan (TASP) in 2015. The TASP consists of a series of policies and procedures, which must be undertaken to ensure the safety of our customers, employees, emergency responders, and the general public. Development of the TASP was completed in accordance with Title 49 Code of Federal Regulations (CFR) Chapter 53, Utah Department of Transportation (UDOT) State Safety Oversight (SSO) Program Procedures and Standards; Federal Transportation Administration (FTA) and Federal Railroad Administration (FRA); rules and regulations and Utah Occupational Safety and Health Administration (Utah OSHA). The TASP is the system-wide governing safety document for all transit modes operated by UTA.

1.1.2 AUTHORITY

FTA regulates by granting authority to develop state safety oversight programs, as defined by 49 CFR 674 - In 2017 UDOT became certified under Part 674.

The FTA recognizes UDOT, as the state safety oversight agency for Utah. UDOT SSO is FTA's appointed safety oversight agency, working cooperatively to regulate UTA's light rail transit (TRAX/Streetcar), by ensuring compliance with state and federal requirements, regulations, and guidance, as applicable.

The FTA functions as both an administrator of funds for capital projects and as a federal regulator as defined by 49 CFR 659, 670 and 673. The FTA conducts regular audits of the state safety oversight agency (UDOT-SSOA), to determine the SSO's and UTA's compliance to the FTA's general requirements. UTA's light rail service TRAX/Streetcar is regulated by the FRA, FTA, and UDOT SSO agencies. Portions of TRAX right-of-way are shared with freight operations. Limited-freight operations are achieved with freight railroads through a temporal separation agreement and, and as such come under FRA jurisdiction oversight.

UTA's commuter rail service (Front Runner) is fully regulated by the FRA, and is not regulated by the UDOT-SSO, or the FTA.

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1.1.3 POLICY STATEMENT

Utah Transit Authority (UTA) promotes a positive safety culture and creates a workplace that is safe, healthy and injury free. The safety and health of UTA's employees, our most valuable asset, is our first priority. This policy applies to all personnel and every aspect of the company's activities. Having a positive safety culture must include ownership by each employee, a willingness to identify and correct safety deficiencies, and effective communication.

UTA utilizes a Safety Management System (SMS) that prevent accidents and reduces risk of injury and minimizes damage to property and equipment. We work proactively towards identifying and reducing the existence of hazards and risks in the workplace and in our system. As the Accountable Executive for all operations and activities, I ensure our SMS is robust and successful, and adequately resourced. The Director of Safety and Security manages the SMS Program under my authority.

UTA leadership actively prevents workplace incidents, injuries and illnesses and provides support for safety program initiatives. They utilize the employee reporting program which achieves a safer, healthier workplace; keep employees informed about workplace safety and health hazards; and regularly review the company safety and health program.

UTA managers are responsible for supervising and training workers in safe work practices. They enforce company safety rules and foster eliminating hazardous conditions. Supervisors lead safety efforts by example.

UTA expects and encourages all employees to participate in safety and health program activities which include reporting hazards, reporting unsafe work practices, reporting near misses and accidents immediately to their supervisor or a safety committee representative. All employees must wear required personal protective equipment (PPE) when required. Employees serve as Safety Ambassadors by working safely, complying with requirements, and serving as an example to others.

Employees who act to prevent an injury or who reports any incident, close call or hazard will not be subject to disciplinary actions related to those acts. All employees must abide by the safety standards and procedures set forth in UTA policies. Elements such as illegal activity, negligence, acts of willful misconduct, or undue care and attention shall be considered outside the scope of this policy.

Jay Fox
Executive Director
Utah Transit Authority

Sheldon Shaw
Director of Safety and Security
Utah Transit Authority

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1.1.4 EXECUTIVE SIGNATURES

Following general requirements and guidelines from 49 CFR 674, in compliance with the Fixing America's Surface Transportation (FAST) Act and to meet the FTA State Safety Oversight Standard, the Utah Transit Authority has developed a combined bus and rail Transit Agency Safety Plan (TASP) as our governing system safety plan.

As UTA Executives and Senior Leaders, we have reviewed and endorse the UTA Transit Agency Safety Plan. We also understand that we have the authority and responsibility for day-to-day implementation and operation of UTA's Safety Management System (SMS).

Cherryl Beveridge
Chief Operating Officer

Andres Colman
Regional GM Salt Lake BU

William Greene
Chief Financial Officer

Jonathan Salazar
Acting Regional GM Mt. Ogden BU

Nichol Bourdeaux
Chief Planning & Engagement Officer

Mary DeLaMare-Schaefer
Regional GM Timpanogos BU

Kim Shanklin
Chief People Officer

Ryan Taylor
Special Services GM

Steve Wright
Chief Communications Officer

Camille Glenn
Acting Light Rail General Manager

Alisha Garrett
Chief Enterprise Strategy Officer

Bruce Cardon
Commuter Rail General Manager

Mary DeLoretto
Chief Service Development Officer

Kevin Anderson
Director of Maintenance Support

David M. Wilkins
Assistant Attorney General Counsel
Transit Law Section

Bryan Sawyer
Director of Fleet Engineering

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1.2 GOALS AND OBJECTIVES

The Transit Agency Safety Plan (TASP) establishes formal structure and processes to be used by UTA to identify, assess, track, control, minimize, and resolve hazards associated with UTA bus and rail systems. The TASP will be used as a means of preventing injuries, incidents, accidents, system disruption, environmental damage, and other losses. It demonstrates UTA's commitment to safety and compliance through loss prevention programs. The plan is consistent with federal, state, and local regulations, and it sets forth procedures to comply with standards and conditions of industry, 49 CFR Part 659, UDOT's SSO Program Standards, and applicable FRA rules and regulations applicable to TRAX and FrontRunner as contained in 49 CFR.

The TASP applies to the planning, design, procurement, construction, activation, operations, and maintenance services of the bus and rail system. The TASP is approved by and implemented under the direction of the General Manager's Safety and Security Committee (GMSSC). UTA embraces and participates with the Utah Department of Transportation in achieving the statewide goal of “Zero Fatalities” program. “This is a goal that everyone can live with”.

UTA's annual safety objectives are:

A. Avoidable accident rate per 100,000 miles:
    a. Bus less than 1.0
B. FRA Reportable accident rate per 100,000 miles:
    a. FrontRunner less than 0.5
C. Safety Performance Measure: Injuries per 100,000 miles:
    a. Light Rail less than 1.1
    b. Bus less than 0.2
D. Safety Performance Measure: Fatalities per 100,000 miles. UTA’s goal is zero fatalities:
    a. Light Rail 0.0
    b. Bus 0.0
    c. FrontRunner 0.0
E. Safety Performance Measure: Safety events per 100,000 miles:
    a. Light Rail less than 2.5
    b. Bus less than 0.35
F. Safety Performance Measure: System Reliability. Mean distance between major mechanical failures:
    a. Light Rail greater than 7,000 miles
    b. FrontRunner greater than 14,000
    c. Bus Fixed + Route Deviation greater than 18,000 miles
    d. Paratransit greater than 23,000 miles
G. Total monthly employee industrial injuries less than .51 per 100 employees
    a. 10% reduction of OSHA reportable injuries
H. Eliminate or mitigate Serious and High Hazards

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1.2.1 Goals and Management Responsibilities

The goal of UTA's TASP is to utilize and achieve the highest practical level of safety in order to protect passengers, employees, emergency responders, contractors, invitees, and property. At a minimum, the TASP ensures the following processes are incorporated into UTA's system safety programs, plans, processes, and practices to achieve its goals to:

a. Define the physical, functional, and operational characteristics of its transit system with its potential impact to people, equipment, infrastructure, facilities, and its operating environment.
b. Identify hazards or undesired events by examining historical data, causes, and contributing factors.
c. Provide a level of safety that is consistent with transit bus and rail standards.
d. Assess risks by balancing the potential frequency of a hazard occurring against the severity of the event and quantify the event into acceptable or unacceptable categories.
e. Eliminate, mitigate, or control unacceptable or undesirable hazards to acceptable levels.
f. Monitor hazard resolution effectiveness and determine if there are unexpected hazards.
g. Comply with federal, state, and local rules and regulations.
h. Determine if UTA's goals and objectives were achieved.
i. Continually improve and evaluate system safety design.

The GMSSC is responsible for the development of goals for the TASP. The Safety and Security Director is responsible to report directly to the GMSSC on compliance with the TASP. The TASP's intent is to:

a. Establish a clearly defined safety structure with lines of authority and responsibility to implement the program, processes, and policies that integrates safety into all aspects of UTA functions.
b. Provide means of measuring and achieving UTA safety goals and initiatives, and compliance with rules and regulations.
c. Provide a comprehensive hazard management program to effectively identify and resolve issues.
d. Set procedures for review, approval, and documentation of modifications to existing systems, vehicles, facilities, and equipment.
e. Set processes to address safety issues for activation of new systems and modifications to existing systems, facilities, and vehicles prior to initiation of service.
f. Establish standards for emergency preparedness and management.
g. Set procedures for conducting continual internal audits, and inspections to evaluate TASP compliance.
h. Set procedures for ensuring compliance to safety rules and regulations that impact operations or maintenance.
i. Set procedures for conducting an ongoing maintenance inspections program of vehicles, equipment, facilities, and maintenance cycles, with documentation and the integration of identified safety concerns into the hazard management process.
j. Set safety training standards for employees and contractors.
k. Establish a configuration management control process for modifications during operations.
l. Establish standards for and compliance with the hazardous materials program.
m. Establish standards for and compliance with the drug and alcohol program.
n. Establish standards for and compliance with procurement processes.

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1.2.2 Corporate Safety Policies

Guided by the principles contained in this TASP, the Director of Safety and Security, under the direction of, and as approved by the GMSSC, has developed specific corporate safety and loss control policies. These policies set the framework for guiding the safety program. All UTA corporate safety policies including UTA's TASP are available on the UTA intranet. UTA employees are notified via company email on an annual basis of the newly revised TASP along with its location within UTA's Intranet.

1.2.3 Integrating Safety into all Aspects of UTA

The objective of safety at UTA is the continual improvement of our processes and operations to maximize safety to the highest practicable level. This effort is undertaken by providing continual opportunities for employees to be reminded of safety, incorporate safe practices into their operations, and multiple means for each employee to identify potential hazards.

We accomplish this through safety first messages at UTA meetings, safety committee meetings, weekly Safety messages, monthly safety posters, identification and mitigation of hazards, proactive reviews and inspections to identify potential hazards.

Within the different departments, multiple means of incorporating safety are presented. As examples:

a. Safety is part of the Planning Departments "Next Tier" planning meetings to plan for safety in new projects at the earliest opportunity.
b. Safety participates in the Transit Oriented Development (TOD) meetings to identify and raise safety concerns.
c. In new construction projects – safety is considered in Construction Safety Committee (CDC), Design and Construction Meeting, Safety and Security Working Group (SSWG), and Activation Committee (AC) meetings.
d. Safety has representation in the Technology Advisory Group in selection and implementation of new technology programs.
e. Safety works with public relations for signs, vehicle wraps, handouts, wristbands, billboards, commercials, and social media efforts to maximize the safety message to the community.
f. Safety is fully incorporated into training in business units, conducts Roadway Worker Protection, Safety Management System (SMS), Security/Incident Command Structure training, and presents multiple updates at Manager, Corporate Staff, and Executive Team meetings.

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1.3 Overview of Management Structure

1.3.1 UTA Board of Trustees and Executive Staff

UTA was incorporated on March 2, 1970, under the authority of the Utah Public Transit District Act of 1969 for the purpose of providing a public mass transportation system for Utah communities.

The governance structure of UTA includes a 3-member full time board of trustees, which is the legislative body for UTA and determines all questions of policy. UTA's board of trustees appoints the Executive Director (ED), who is the Accountable Executive for safety and asset management. Under 2018 legislation, the board hires, sets the salaries, and develops performance targets and evaluations for the Executive Director, Internal Auditor, Chief People Officer, Chief Service Development Officer, Chief Operating Officer, Chief Financial Officer, the Chief of Planning and Engagement, and the Chief of Enterprise Strategy. The Executive Director is charged with certain responsibilities, some of which require coordination with, or providing advice to, the board of trustees. Legal counsel is provided by the Utah Attorney General's Office.

The ED has full charge of the acquisition, construction, maintenance, and operations of the system and facilities of UTA, and of the administration of UTA business affairs. The ED supervises executive staff of chief department officers. Included in these officers, the chief operations officer is responsible for bus and rail transit operations in accordance with the direction, goals, and policies of the board of trustees. The Safety and Security Director has responsibility for corporate safety. The safety department reports quarterly to the ED and executive staff during meetings of the General Managers Safety and Security Committee (GMSSC).

1.3.2 Management – Key Role in Safety

UTA's safety program is incorporated into every aspect of transit service by rail and bus service managers. Safe operations of bus and rail units are the responsibility of the regional general manager (RGM). Each operating division has an appointed RGM, who along with managers and supervisors are responsible for implementing policies and procedures for safe operations. The regional general managers have the ultimate responsibility and oversight for the hazard process within their business units, they have charged their management teams to effectively manage safety, and to develop safety programs, plans, procedures, training, policies, and rules to govern safety; and to fully comply with the TASP. Bus and rail maintenance facilities are staffed with a manager of maintenance responsible for the safe operation of the facility and are supported by shift supervisors and maintenance workers during their performing maintenance, servicing, and inspection.

Supervisors' responsibilities place them at the forefront of UTA's rail and bus services safety efforts. A significant portion of their duty is to serve as frontline safety officers; monitoring, ensuring, and emphasizing safety performance, rules compliance, and promoting a strong safety climate. All employees are charged with adhering to safety, but supervisors are UTA's key to improved safety-related behavior, and positive safety outcomes. Supervisors have the responsibility to monitor safety compliance of their employees and ascertain that employees understand their job functions and the safety requirements of that job.

UTA safety compliance is managed at the lowest levels. Each employee is trained in safety, job duties, and given responsibility for their own safety and the safety with whom he/she works. All employees have the authority to halt an operation if it is deemed to be unsafe. UTA's system safety processes emphasize open and fair dialog between leaders and subordinates to increase the commitment to safety at all levels.

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In an oversight role, Safety Administrators report to the Safety and Security Director. Safety Administrators have a role in executing the functions necessary to ensure safety, to include the following:

a. Coordinate safety activities of the agency.
b. Compile safety data and perform analysis to identify and assess operational risk.
c. Assist in the investigation of accidents and incidents as appropriate.
d. Review maintenance records to identify safety problems related to maintenance activities.
e. Evaluate hazard resolutions proposed by departments.
f. Perform analysis to identify and resolve hazards.
g. Evaluate proposed system modifications from a safety perspective.
h. Conduct safety audits, reviews, and inspections.
i. Provide oversight for safety training content and delivery.
j. Provide safety support such as field and laboratory testing.

The Safety Department will conduct regularly scheduled internal safety audits to evaluate compliance and conformance with UTA's TASP, UDOT-SSO Program Standards; and 49 CFR 673. Safety Administrators serve as alternates to each other. Safety Administrators work closely with management and employees, through various processes and committees, and have authority to determine compliance. When warranted, Safety Administrators may issue corrective action plans (CAP), non-conformance reports (NCR), corrective action requests (CAR), and preventive action requests (PAR) as part of the Environmental, Quality and Safety programs. UTA is certified under Safety Management System (SMS). Safety Administrators are the designated contacts to regulatory agencies and serve as alternate contacts to the UDOT-SSO oversight agency, Transportation Safety Administration (TSA), and Division of Homeland Security (DHS).

1.3.3 Management – Transit Agency Safety Plan (TASP)

UTA's Executive Director, having authorized and endorsed the program and resulting plans, processes, and procedures, has delegated the responsibility to update and implement UTA's Transit Agency Safety Plan (TASP) to the Safety and Security Director. The Safety Department is responsible to oversee the writing and development of the TASP, and to conduct annual updates and revisions, and to disseminate the TASP document in accordance with UDOT SSO Program Standards, and 49 CFR 673, General Requirements.

The TASP is reviewed with and distributed to the ED, chief officers, and regional general managers who comprise the General Manager's Safety and Security Committee. The TASP is also distributed to members of the other safety committees (see chapter 5) and reviewed with new employees. In addition to the above distribution list the TASP is distributed to all employees of the Authority via email. The TASP is also made available to all UTA employees on the company intranet “http://sharepoint/Pages/default.aspx” or “http://utanet/Pages/default.aspx”. UTA employees will be notified via company email of the newly updated TASP on an annual basis. Old versions of the TASP will be removed and replaced with latest approved TASP as they are made available. This process will be initiated and supervised under the direction of the Safety Manager.

The S: Drive on UTA’s network is used for the purpose of storing and tracking past and current safety sensitive information and documents; including the TASP, incident and accident reports, corrective action plans, hazard logs, inspections, audits etc. The S: drive is a secured drive and only accessible to safety department, designated personnel and the UDOT SSO Manager. Current Data and reports are maintained and kept by the safety department and can be reviewed by the UDOT SSO Manager at any time.

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1.3.4 Light Rail Service

UTA's TRAX light rail and S-Line streetcar services are managed by the General Manager of Light Rail. TRAX service began operations December 4, 1999, and serves Salt Lake County, with an annual ridership of 19,500,000 passengers. TRAX operates 48 stations over 44 miles of track that started with the North-South line, from Sandy to the Salt Lake City. TRAX service includes the Red Line which extends from Daybreak to the University of Utah Medical Center. The Green Line starts at the West Valley City Hall and runs to the Salt Lake City International Airport. The Blue line runs from Draper City in the south (12300 South) to the Salt Lake Central Station at 500 West 300 South. The S-Line Streetcar line runs from the TRAX Central Point Station at 2250 South to Fairmont Station at McClelland St. (Approximately 11th East).

Rail maintenance facilities for light rail vehicles are located at Midvale (613 West 6960 South) and Jordan River (2264 South 900 West). Portions of TRAX are under the Federal Railroad Administration's (FRA) regulation. These segments are from 1250 South to 6100 South on the North-South line and from 6400 South to 5600 West on the Mid-Jordan line. Passenger TRAX operations are temporally separated from freight operations. TRAX operates from approximately 5:00 a.m. to midnight Monday thru Sunday Freight operators utilize track on the Mid-Jordan Joint Trackage from 11:45 p.m. to 4:45 a.m. The Main Line Joint Trackage is utilized from 12:00 a.m.to 5:00 a.m., Freight movements require authorization from the TRAX Control, which operates continually.

UTA's current TRAX vehicle fleet consists of the following LRVs:

Type	Count
Siemens SD-100/160 Series	40
Siemens S70 Series	77 (3 in service as streetcars)

UTA's train control, including automatic block system (ABS), intersects established grade crossings which are protected by gates, flashing lights, and audible signals. Intersections within the street-running portion of the downtown/university/West Valley corridors are controlled with traffic signals and additional train operating signals.

The Director of Maintenance Support is supported by managers, supervisors, and maintenance of way (MOW) employees, servicing light rail and commuter rail systems, overhead catenary systems (OCS), power stations, infrastructure, and rail facilities. The Maintenance of Way department has responsibilities including light rail and commuter rail. Bus stops and rail stations and platforms, park-and-ride lots, and passenger services facilities are managed by the facilities maintenance manager.

1.3.5 Commuter Rail Service

UTA's Frontrunner commuter rail services are managed by the General Manager of Commuter Rail. FrontRunner is UTA's regional commuter rail service. FrontRunner began revenue operations on April 26, 2008 and expanded services on December 11, 2013. It serves Utah, Salt Lake, Davis, and Weber Counties, with an annual ridership of over 5.19 million passengers. FrontRunner services 15 stations on 82 miles of track, extending from Ogden to Provo.

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FrontRunner is regulated by the Federal Railroad Administration and is subject to FRA rules, regulations, and inspections. Hours of operation are, generally, weekdays 4:00 a.m. to 12:30 a.m. and Saturdays from 6:30 a.m. to 12:30 a.m., with no Sunday service.

There are daily freight industry operations that that utilize FrontRunner mainline crossover switches. Freight movements require authorization from the FrontRunner Control Center. All mainline switches are powered and can be operated by personnel in the control room. There are 82 miles of exclusive track which include a total of 62 at-grade crossings. FrontRunner trains utilize cab signals and positive train control. The mainline is single track with station platform passing sidings. The trains are in a 'push-pull' configuration with diesel-electric locomotives on the north end of the consist and cab cars on the south end.

The senior executive at FrontRunner is the commuter rail general manager. The manager of rail operations oversees controllers, supervisors, train operators, and train hosts. Vehicle maintenance, maintenance training, technical services, body repair, fabrication, component rebuild and vehicle overhaul. is managed by the manager of commuter rail vehicle maintenance and one assistant manager. They are supported by supervisors and commuter rail technicians, performing maintenance, servicing, and inspection on the passenger cars and locomotives. All rolling stock maintenance is performed at the Warm Springs Rail Service Center located in Salt Lake City, Utah.

UTA's FrontRunner fleet consists of the following rolling stock:

Type	Count
MP-36 Locomotives	18
Bombardier Cab Cars	22
Bombardier Coach Cars	16

1.3.6 Bus Service

UTA bus operations are managed by regional general managers (RGM) in service units with geographical boundaries including Salt Lake (Salt Lake County includes Central and Meadowbrook facilities); Mt. Ogden (Weber, Davis, and Southern Box Elder counties), and Timpanogos (Utah County). Special Services provides paratransit route deviation, rideshare, and vanpool services throughout the UTA service area. Paratransit services in Weber, Tooele, and Utah counties are provided by contractors.

Bus maintenance facilities are located in Ogden, Central and Meadowbrook (Salt Lake), and Timpanogos (Utah County). Special Services maintenance is located at Riverside (adjacent to Meadowbrook).

UTA Bus service includes more than 610 buses. The fleet includes, electric buses, hybrid-electric buses, ski buses, over-the-road coaches, and more than 100 paratransit vehicles. UTA Central division has 47 compressed natural gas (CNG) buses and 3 zero emissions battery-electric buses.

UTA runs two express bus lines in Utah County and Salt Lake County that offers park-and-ride lots, ticket-vending machines, upgraded stations, limited stops, faster speeds, greater frequency, signal priority, dedicated bus lanes and specialized buses. The Utah Valley Express (UVX) opened in December 2018 with 5 miles of dedicated bus lanes servicing 18 dedicated stops along its 10.5-mile route from the Orem and Provo Frontrunner station through downtown Provo, BYU campus, UVU campus and down University Parkway in Orem. The UVX

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bus fleet includes 25 sixty-foot articulated New Flyer Xcelsior electric hybrid buses that can hold up to 80-passengers with ground-level boarding for ADA passengers.

1.3.7 CLIMATE AND GEOGRAPHY

Salt Lake City normally has a semi-arid continental climate with four well-defined seasons. Summers are characterized by hot, dry weather, but the high temperatures are usually not oppressive since the relative humidity is generally low and the nights usually cool. July is the hottest month with temperatures reading 90–100 degrees F. Winters are cold, but usually not severe. The average annual snowfall is less than 60 inches at the Salt Lake City Airport, but much higher amounts fall in higher bench locations. Heavy fog can develop under temperature inversions in the winter and may persist for several weeks. Precipitation is generally light during the summer and early fall but may be heavy in the spring when storms from the Pacific Ocean are moving through the area more frequently than at any other season of the year.

The UTA transit services extend throughout the Wasatch Front area approximately 60 miles wide (E-W) between Park City, Salt Lake City, and Tooele Co. The area also ranges from Box Elder County on the north to Payson City, Utah County in the south, extending nearly 100 miles. Service areas include high mountain valleys situated along the western slope of the Wasatch Mountains. Elevations range from approximately 4,250 feet above sea level to greater than 5,300 feet above sea level on the benches overlooking the valleys. Service to the area ski resorts rises to over 8,000 feet above sea level. The Wasatch Fault runs the length of the UTA service area from north to south roughly tracing a line along the base of the Wasatch Mountains. Fault scarps are easily observed at various locations along the fault.

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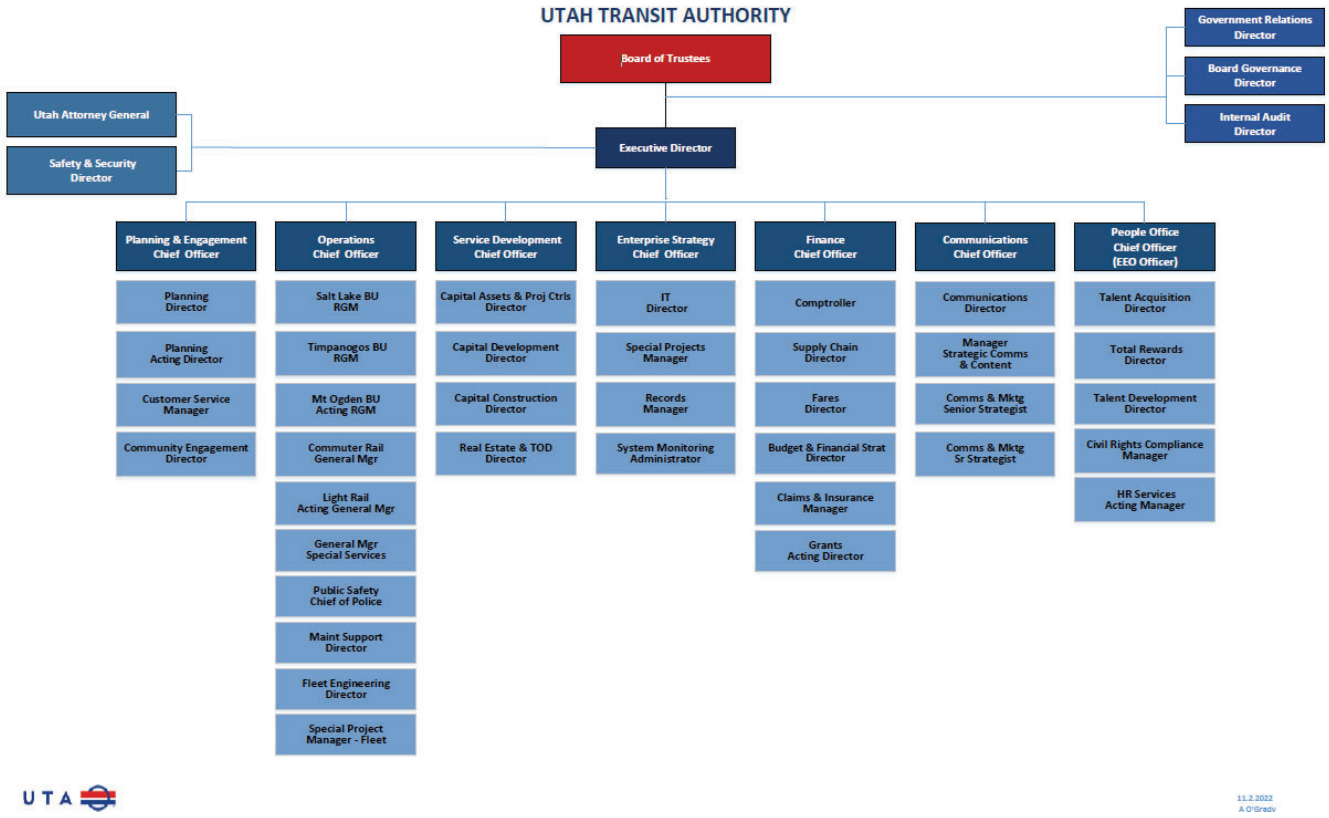
1.3.8 Utah Transit Authority Organizational Chart

UTA's organizational chart, illustrates the management structure of the organization. The Safety and Security organizational chart focuses on the roles of Safety Department managers and Safety Administrators, showing the process available to report directly to UTA's ED.



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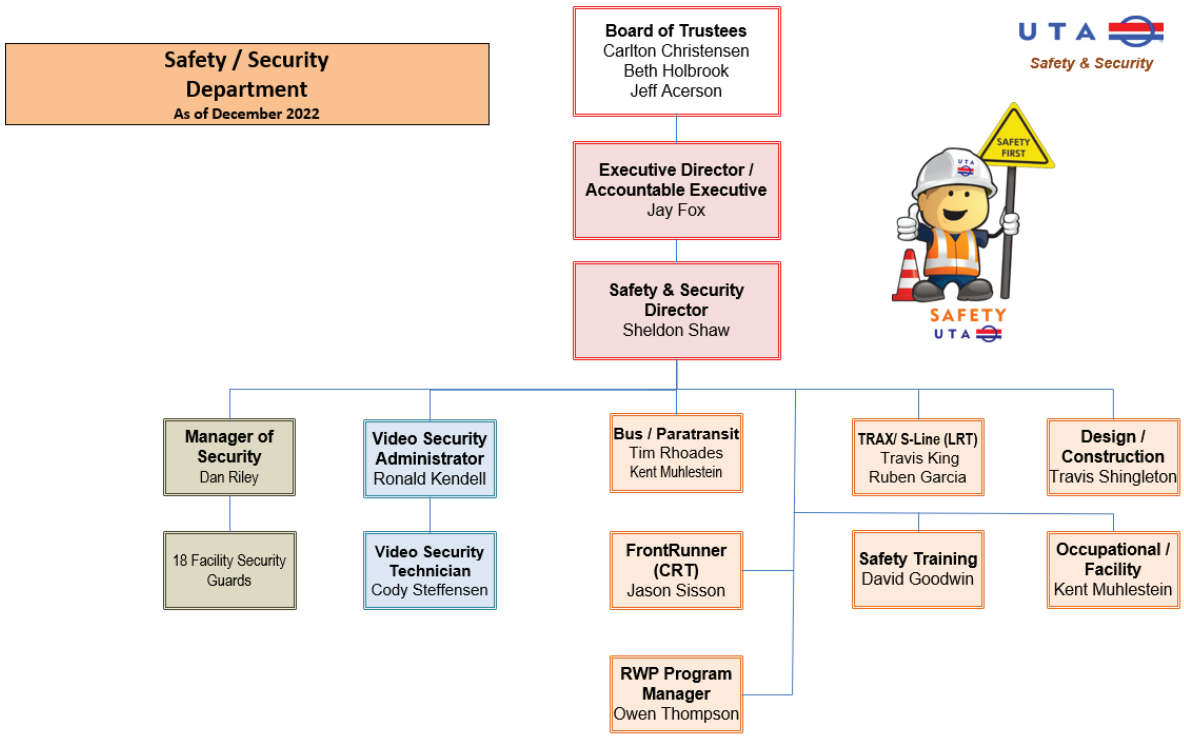

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1.4 TASP Annual Updates, Revisions, and Changes

1.4.1 Written Plans

The Transit Agency Safety Plan (TASP), System Security Plan (SSP) and the Emergency Preparedness Plan (EPP) will be reviewed and updated annually, on or before January 1st, and submitted to UDOT SSO for approval and acceptance in accordance with UDOT's Rail Transit State Safety Oversight Program Procedures and Standards. The plans may also be revised when and as required by the General Managers Safety Security Committee. Each yearly revision of the TASP will be approved by the joint labor-management safety committee.

UDOT SSO may request in writing, modification to the plans due to audit reports, on-site reviews, or investigations. UTA will be given at least 30 days to address any requested changes. Once UDOT has approved the revised plans, UTA will transmit a signed copy of the plans to UDOT SSO in an unalterable electronic format.

Emergency management plans have been developed for UTA and are part of the UTA Emergency Preparedness Plan (EPP). Each mode within UTA develops their specific emergency response plans.

TRAX Emergency Response Plan and FrontRunner Emergency Preparedness Plan. These plans describe activities and responsibilities for Rail Service personnel and are the responsibility of the rail Safety Administrator. The Rail Services Emergency Preparedness Plan must meet the requirements of 49 CFR Part 239 and is reviewed annually and updated as needed.

The UTA System Security Plan (SSP) details the security program for UTA and includes the TRAX light rail and the FrontRunner commuter rail line. This plan describes the system security and the threat and vulnerability management process employed by UTA Transit Police organization. This plan details how state and local law enforcement agencies and UTA Transit Police work together to provide for a secure system. Involvement of UTA security managers and local law enforcement personnel is essential for a strong cooperative security effort.

The UTA FrontRunner Commuter Rail System Safety Plan (FRSSP) was developed in accordance with 49 CFR Part 270 FRA rules for system safety plans. This document aligns with the TASP elements and is a stand-alone plan governing system safety specifically at FrontRunner commuter rail.

UTA's Director of Safety and Security is accountable to senior management for the accuracy and timeliness of all TASP, SSP, FRSSP and EPP updates approvals and distribution to include FRA, UDOT, SSO manager, and managers and supervisors at the Rail Service Center. UTA's Safety Department will coordinate with UDOT-SSO to develop, review, update and distribute the plans. UTA's safety department is responsible to evaluate compliance and or deficiencies with UTA's safety emergency preparedness programs, UDOT-SSO program, 49 CFR 673 general requirements, and FRA regulations, initiatives, and programs, as applicable.

The TASP, EPP, and FRSSP are controlled documents that are applicable to all UTA employees and contractors. Copies are distributed to members of the GMSSC, UTA managers, and Safety Committee members and are sent to all UTA employees via email. The current TASP is also available on the intranet and is updated as new versions are made available. (Note: The SSP is not distributed as it is a security sensitive document. It may be reviewed after an approved written request is made).

Per CFR 673.31, UTA maintains all documents set forth in the TASP, including those related to the implementation of its SMS, and results from SMS processes and activities. UTA maintains documents that are

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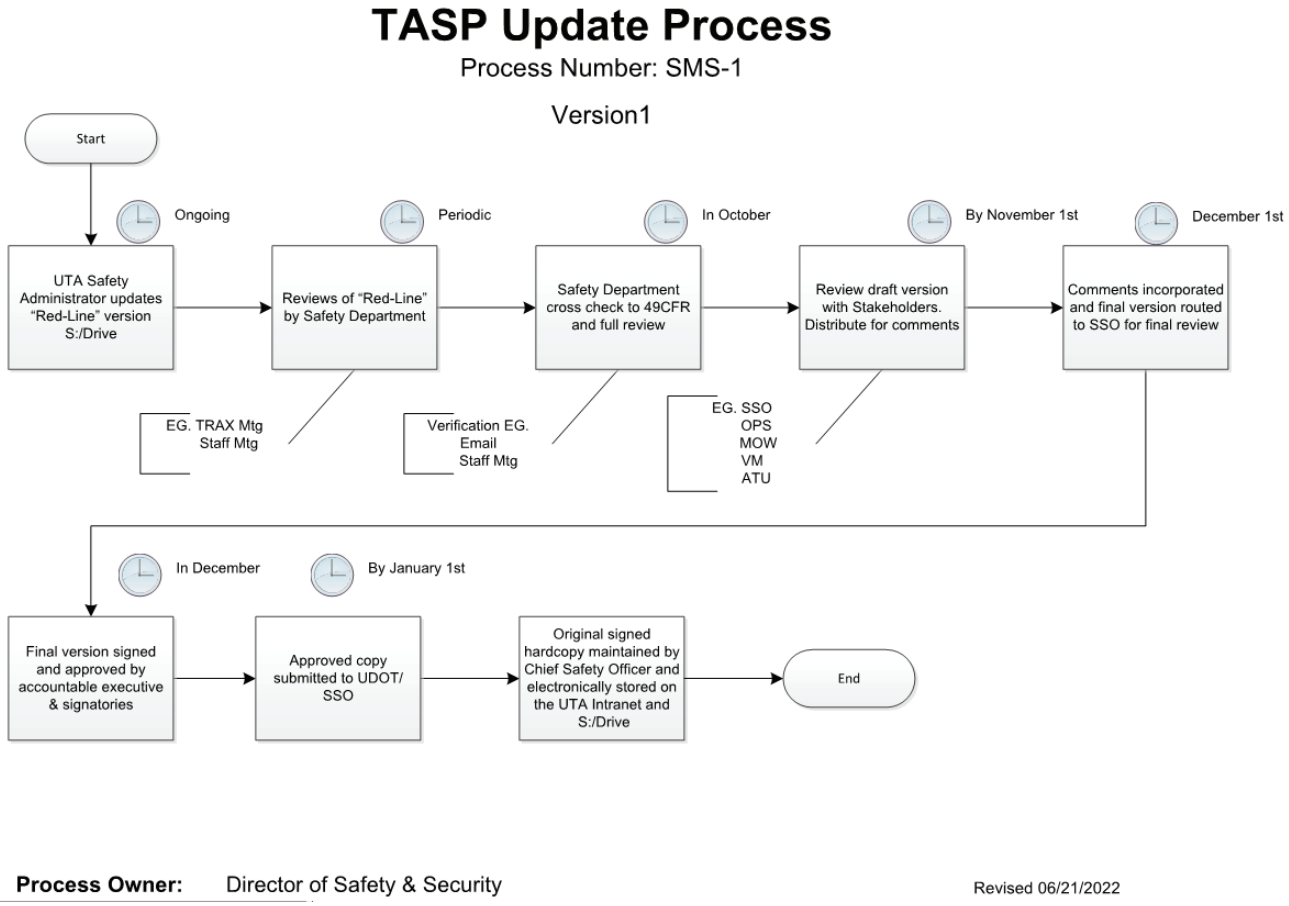
included in whole, or by reference, that describe the programs, polices, and procedures that the agency uses to carry out in the TASP. UTA maintains these documents for a minimum of three years after they are created.

1.4.2 TASP Annual Update Process Flow Chart



1.4.3 Emergency Management Team Meetings

Emergency management matters are addressed within business unit safety meetings. Emergency Management training is further explained in the EPP.

Meetings with external agencies are coordinated for training, information, exercising, and to provide familiarization training for local first responders. Emergency response organizations are informed of the rail system and important fire/life safety features. Exercises, types, reports, and schedule is also explained within the EPP.

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II RISK MANAGEMENT

This section describes how UTA identifies, evaluates, tracks, and mitigates hazards and risk in the organization and on the transit system. The processes undertaken by the authority are provided in sufficient detail to be effectively undertaken. Acceptable risk levels, performance targets and mitigation measures are established.

2.1 RISK MANAGEMENT PROGRAM

2.1.1 HAZARD MANAGEMENT

A hazard is defined as a condition or set of conditions, internal or external to the UTA system, which could cause injury or death or damage or loss of equipment or property. An unacceptable hazard is a condition that may endanger human life or property or result in system loss. This includes harm to passengers, employees, contractors, equipment, and to the public. These hazardous conditions must be mitigated. Hazards are identified in several different internal and external sources. Hazards may be observed in the operating environment, through procedures, during system modifications and capital projects, accidents, extensions, or operational changes.

The Hazard Management Program applies to all UTA employees and obligates everyone to constantly observe hazards in their work areas and report them through the hazard management process. The overall hazard management program incorporates a system-wide hazard identification process, including activities for:

a. Identification
b. Investigation
c. Evaluation and analysis
d. Mitigate or elimination
e. Tracking
f. Ongoing reporting to UDOT SSO and UTA corporate staff relating to hazard management activities and status

2.1.1.1 Local Hazard Management

UTA RGMs and department managers play a key role in hazard management and are responsible to ensure that the following processes are fully integrated within their departments:

a. All new employees receive hazard management training and understand hazard management expectations
b. Ensure a safe environment free of retaliation for employees to report hazards to management
c. Ensure hazards are placed on a local hazard log for tracking and documentation
d. Represent management or select designee to represent management on a local safety committee
e. Ensure each hazard has been assigned to a specific individual/POC
f. Management or management's designee will work with bargaining unit representative to establish the hazard rating, a safety representative will participate as arbiter and have final approval of rating

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2.1.1.2 Corporate Hazard Management

When a hazard is identified as needing mitigation with costs or changes beyond the abilities of the local safety committee or department, the hazard will be elevated to the corresponding Safety Department Hazard Logs and be reviewed by the Safety and Security Review Committee (SSRC). The SSRC committee members include key department managers that have the ability to make informed decisions based on the multiple disciplines at UTA and has access to higher level budgeted solutions.

2.1.2 Hazard Process Overview

UTA's hazard management processes include all transit modes. The following lays out an overall description of how hazards are identified, evaluated, analyzed, controlled, or eliminated, tracked, and reported to UTA senior management and UDOT State Safety Oversight.

a. The Safety Administrators assigned to each transit mode are the primary points of contact (POC) for the hazard management process.
b. Safety Committee members identify, evaluate, and analyze hazards in their area.
c. The Safety Administrator will enter identified hazards into the safety department hazard log for that mode (bus, TRAX or CR-rail).
d. The Safety Administrator and or committee develops a Corrective Action Plan (CAP) for each undesirable SERIOUS hazard over 180-days and for each unacceptable HIGH hazard and identify point of contact or owner of the hazard and places this information on the safety department hazard log for tracking purposes.
e. CAP's may also be identified as a result of accident investigation. (See Corrective Action 3.2.4)
f. Safety committee members also participate in the evaluation and control or elimination of the hazard.
g. Hazards must be mitigated at the lowest level possible. However, when a hazard is identified as having a mitigation that involves multiple departments or requires cost or changes beyond the safety committee or department abilities or budgets the hazard will be elevated to the Safety and Security Review Committee (SSRC). The SSRC represents key department managers and has the capability to employ multiple disciplines at UTA and has access to higher level budgeted solutions.
h. Recommendations/Results from Contractor or Internal audit, testing, industrial or environmental sampling results requiring corrective actions will be placed in the safety department hazard log for follow up and possible need for retesting for compliance with Safety or environmental requirements.
i. If mitigation or control of a hazard is not achieved through the SSRC, the hazard mitigation process may be elevated to the General Manager's Safety and Security Committee (GMSSC) for final resolution.

Hazards identified by an employee to his/her supervisor may be resolved by the employee and supervisor. If the supervisor is unable to solve the identified hazard, he/she will forward the hazard to a safety committee representative to be brought to the safety committee for resolution. The safety committee and safety administrator will review the hazard and assign an initial hazard rating (IHR) and place the hazard on the appropriate hazard log to be tracked. The following flow process is followed by employees in identifying and correcting hazards at the employee/supervisor level and actions taken to move the hazard to the safety committee and beyond if necessary.

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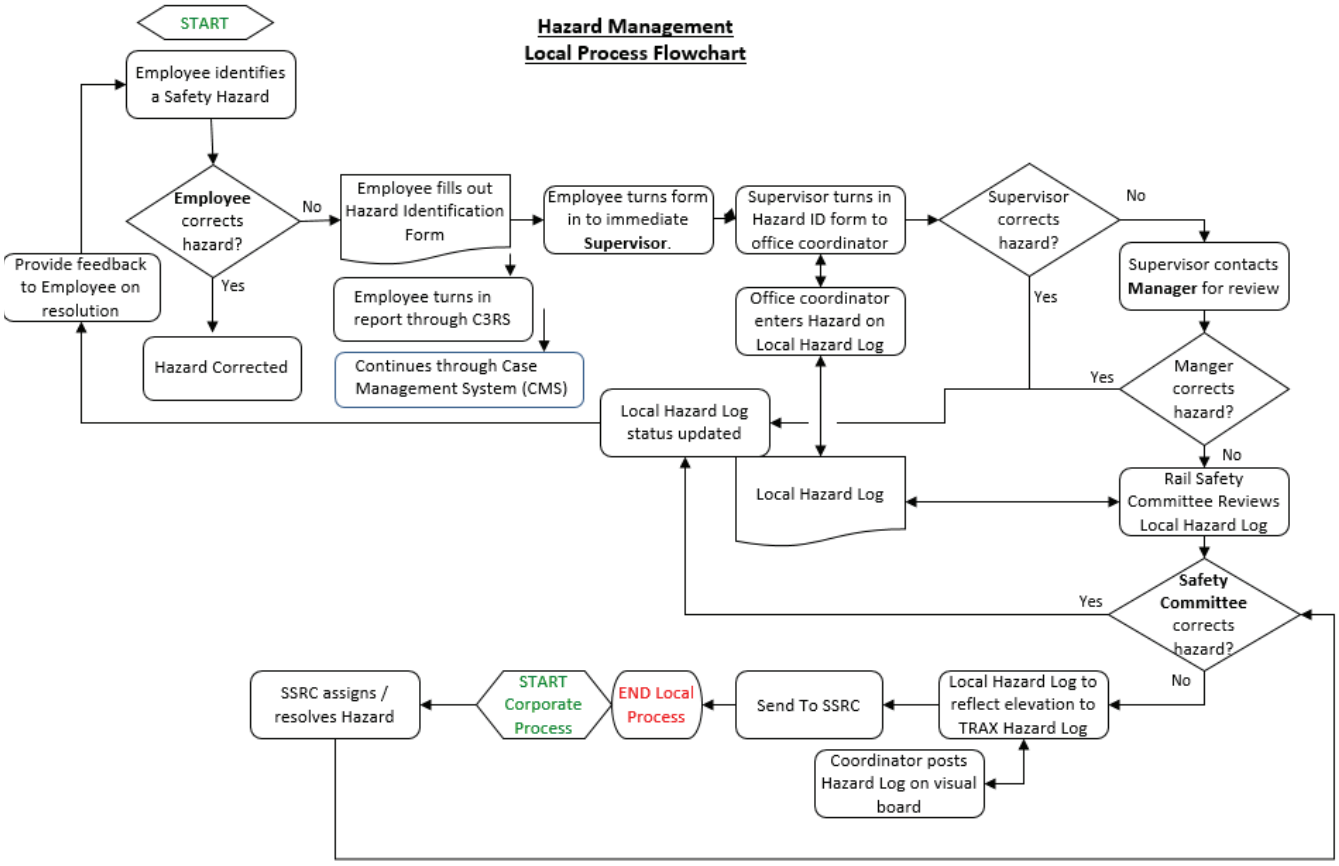

2.1.3 Hazard Identification

Identification of hazards is the responsibility of all UTA employees and contractors. The continuous identification, monitoring, and elimination of hazards is key to an effective system safety program.

Hazard identification methods include, but are not limited to the following:

a. Observation, inspection, and interaction of all UTA employees and contractors.
b. Reports from safety committee members, passengers, customer service, and field personnel.
c. Evaluation of accidents, incidents, near misses, to include data trends and projections.
d. Preliminary Hazard Analysis (PHA) of a design or new construction.
e. Safety certification, system integration testing, pre-revenue testing, system modification, configuration management verification, and inspection processes.
f. Operation Hazard Analysis (OHA) of revenue operations.
g. Internal and external safety audits, inspections, observations, defects, findings, observations, violations, and reviews.
h. Controller logs, daily operating clearances/bulletins, and training feedback
i. "Lesson learned" inputs.
j. Review of applicable regulatory codes and standards.
k. NTSB, FRA, FTA, SSO, OSHA, safety recommendations, guidance, initiatives, and alerts.

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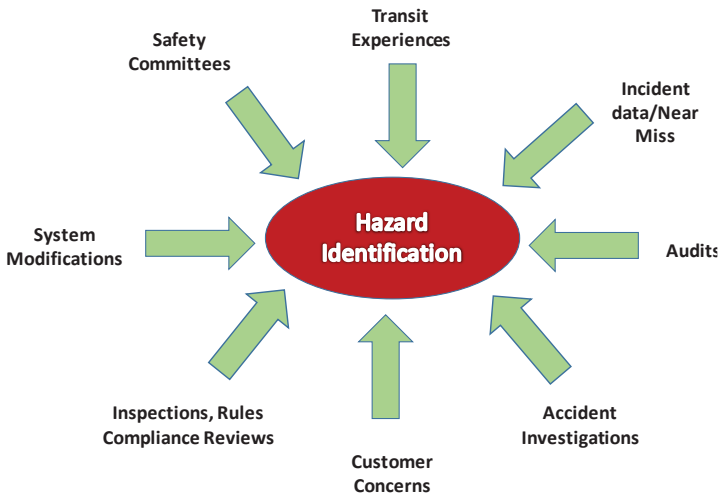
l. Nonconformance Reports, Corrective Action Reports, and Preventive Action Reports (NCR, CARS, and PARS) that may arise from external or UTA internal audits.



Potential Sources of Hazard Identification

2.1.3.1 Hazard Reporting

Acceptable means of reporting safety conditions include:

a. Complete a Safety Suggestion / Hazard Report form and deposit:
    a. In a safety suggestion collection box.
    b. With your manager or supervisor who will deliver to the local safety administrator.
    c. With the local Safety Administrator inbox or in person.
b. Via email or verbal notification to your supervisor, manager, local safety administrator, or other safety representative.
c. Utilizing UTA's Confidential Close-Call Reporting System (C3RS) hotline or electronic submission.
d. Through standard radio communication or other Standard Operating Procedures for observations, tests, and accident or incident reporting.

2.1.3.2 Confidential Close-Call Reporting System (C3RS)

To ensure that safety concerns are reported freely and without prejudice, UTA has established a process through which employees and contractors can report safety conditions, unsafe acts or practices, and / or close-call incidents anonymously so that it is without fear of discipline, reprisal, or penalty. These could include:

a. Unsafe working conditions
b. Close calls
c. Unsafe events
d. Hazards
e. Policies and procedures that are not working as intended

The C3RS is available with English (833-940-2874) or Spanish services (800-216-1288), or via an online form at the following address: http://www.lighthouse-services.com/rideuta-hazard or by email at reports@lighthouse-services.com.

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Comments submitted through the C3RS will be managed and assigned through the Case Management System (CMS) to a local safety administrator. The hazard will then enter the hazard management process, with follow-up and outcome notes recorded in the CMS.

2.1.4 Hazard Investigation, Evaluation, and Analysis

Reported hazards will be assessed by the reporting employee and supervisor. If a resolution cannot be found, the department manager in coordination with employee and supervisor will work towards resolution. If a resolution cannot be determined, the Safety Administrator and or safety committee will determine if a safety hazard exists and assign an initial hazard rating (IHR) to determine if an investigation, evaluation, or analysis needs to begin.

2.1.4.1 Root Cause Analysis and accident evaluation

Hazards are investigated through evaluating accidents, incidents, and close calls. Hazards originating from accidents are reviewed by the Safety Administrator and accident evaluation groups as necessary. As part of evaluating accidents and incidents, root cause analysis is used to help focus on the bottom-line fundamental cause and determine the most effective solutions to mitigating hazards. An accident evaluation group (AEG) will assist in finding the cause of the accident and any factors that may have contributed to an accident. A third-party expert may be used to assist with an investigation if it is deemed necessary.

2.1.4.2 Hazard Reporting Threshold to UDOT

UTA will notify UDOT SSO of all hazardous conditions that affect the immediate safety or security of the light rail system. At a minimum, UTA will notify UDOT SSO within one business day of hazardous conditions that are rated as unacceptable (HIGH) using UTA's 21 box hazard rating matrix.

To ensure UDOT is also appropriately notified of all other hazardous conditions, accidents, incidents, and occurrences, and serious occurrences that are not rated as HIGH, UTA will also include any safety hazard discoveries that don't meet the criteria listed in section 3.2.1.2 in its safety department hazard log and hazard management process. This safety department hazard log is provided to UDOT SSO on a monthly basis.

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2.1.4.3 UTA Hazard Analysis Matrix

UTA's hazard analysis matrix shown below, provides the ability to assign hazards a specific hazard rating based on a combination of severity and probability. Hazards may be rated as HIGH, SERIOUS, MEDIUM, LOW, and ELIMINATED.

SEVERITY					
Severity Level		Injury or Occupational Illness	Other than Injury		
			Property Damage (PD)	System disruption (SD)	Evacuation
1	Catastrophic	Death (does not include suicides, or death by natural causes)	> $ 250,000;	> 24 hrs	Fire / Life Evacuation
2	Critical	Fracture, Severe Bleeding, Paralysis, Brain injury, Dismemberment	$250,000 – $100,000	12 - 24 hrs	
3	Marginal	Bruising, Abrasions, Bleeding, Sprains/Strains (Ambulance transport)	$100,000 – $25,000	4 – 12 hrs	
4	Negligible	Bruising, Abrasions, Sprains/Strains (No Ambulance transport)	< $25,000;	< 4 hrs	

Hazard severity is a subjective measure of the worst credible mishap resulting from personnel error, environmental conditions, design inadequacies and/or procedural efficiencies for system, subsystem or component failure or malfunction. Hazard severity is ranked as shown above.

PROBABILITY					
Probability Level		Likelihood of event in life of an Specific item	MTBE*in Operating Hours (oh)	Occurrence within Fleet or Inventory	MTBE in days
A	Frequent	Will occur frequently	< 1,000 OH	Continuously Experienced	1 per month
B	Probable	Will occur several times	1,000 – 100,000 oh	Will occur frequently	1 per year
C	Occasional	Likely to occur sometimes	100,000 – 1,000,000 oh	Will occur several times	1 per 2 years
D	Remote	Unlikely but possible to occur	1,000,000 - 100,000,000	Unlikely, but can be expected to occur	1 per 5 years
E	Improbable	So unlikely, assumed occurrence may not be experienced.	> 100,000,000 oh	Unlikely to occur, but possible	1 per 10 years
F	Eliminate	Actions taken to remove the hazard / conflict	Never	Will not occur	N/A

*Mean Time Between Events The likelihood that hazards will be experienced during the planned life expectancy of the system can be estimated in potential occurrences per unit of time, events, population, items, or activity. The probability may be derived from research, analysis, and evaluation of historical safety data.

UTA Risk Assessment Matrix		SEVERITY			
		1. Catastrophic	2. Critical	3. Marginal	4. Negligible
PROBABILITY	A. Frequent	High	High	Serious	Medium
	B. Probable	High	High	Serious	Medium
	C. Occasional	High	Serious	Medium	Low
	D. Remote	Serious	Medium	Medium	Low
	E. Improbable	Medium	Medium	Medium	Low
	F. Eliminated	Eliminated			

Resolution Requirements		
High *	Unacceptable	correction required
Serious	Undesirable	correction may be required, decision by management
Medium	Acceptable w/ review	with review and documentation by management
Low	Acceptable	without review
Eliminated	Acceptable	no action needed

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2.1.4.4 Hazard Severity

Hazard severity is a subjective determination of the worst case that could be anticipated to result from human error, design inadequacies, component failure or malfunction. The categories of hazards based on the modified MIL-STD-882 are as follows:

Category 1 Catastrophic - Operating conditions are such that human error, design deficiencies, element, subsystem or component failure or procedural deficiencies may cause death or major system loss and require immediate termination of the unsafe activity or operation

Category 2 Critical - Operating conditions are such that human error, subsystem or component failure or procedural deficiencies may cause severe injury, severe occupational illness or major system damage and require immediate corrective action.

Category 3 Marginal - Operating conditions are such that they may result in minor injury, occupational illness or system damage and are such that human error, subsystem or component failures can be counteracted or controlled.

Category 4 Negligible - Operating conditions are such that human error, subsystem or component failure or procedural deficiencies will result in less than minor injury, occupational illness or system damage.

The categorization of hazards is consistent with risk-based criteria for severity; it reflects the principle that not all hazards pose an equal amount of risk to personal safety.

2.1.4.5 Hazard Probability

The probability of a particular event or a specific hazard occurring may be defined as a non-dimensional ratio of the number of times that a specific event occurs to the total number of trials in which this event will occur during the planned life expectancy of a system. Generally, hazard probability is described qualitatively in potential occurrences per units of time, miles, trips/runs or passengers carried. A hazard probability may be derived from the analysis of transit system operating experience, evaluation of UTA safety data, the analysis of reliability and failure data, or from historical safety data from other passenger rail systems or bus systems (see UTA Hazard Analysis Matrix 2.1.4.3).

2.1.4.6 Hazard Ratings

UTA has adopted a system for assessing the level of risk for each identified hazard to determine what action(s) must be taken to correct or document the hazard risk. This assessment system has been incorporated into the formal system safety analysis which enables the Safety Administrators or safety committees as decision makers to understand the amount of risk involved in accepting the hazard in relation to the cost (schedule, cost, operations) to reduce the hazard to an acceptable level.

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The Hazard Matrix (see UTA Hazard Analysis Matrix 2.1.4.3) identifies the hazard risk index (HRI) based upon hazard severity category and probability and the criteria for defining further actions based upon the index.

HIGH risk hazards that receive an unacceptable initial hazard analysis made by management, safety committee or the Safety Administrator Safety Administrator receive immediate attention/control. A high hazard rating requires corrective action. Hazards that receive a high hazard rating will be elevated from the local hazard log to the appropriate Safety Department hazard log.

SERIOUS hazards that are undesirable may require corrective action and decisions by management. Hazards that receive a serious hazard rating will remain on the local hazard logs no more than 180 days before being moved to the appropriate Safety Department Log.

MEDIUM hazards may be acceptable with review by management. Events from a medium hazard are less likely to occur and are less severe in nature.

LOW hazards do not require review and are acceptable.

ELIMINATED hazard is no longer present.

2.1.5 Hazard Control, Resolution and Elimination

Safety critical hazards assigned an initial hazard ration of SERIOUS or HIGH using the above risk assessment matrix must be controlled or eliminated so that the hazard does not continue to pose a danger. This may be done in a temporary manner as long as the hazard is controlled until a long-term fix has been implemented. Hazards assigned a hazard rating of MEDIUM or LOW will be controlled to the lowest extent practicable. The process of controlling, tracking, and elimination, of hazards is recorded on hazard logs.

All undesirable SERIOUS hazard log entries over 180-days and all unacceptable HIGH hazard log entries will require the development of a corrective action plan (CAP).

Corrective action plans include the following information:

a. Element of activity identified as deficient
b. Planned activities to resolve deficiency
c. UTA department responsible for implementing corrective action
d. Scheduled completion date for implementation
e. Estimated cost of implementation

Hazard log entries with their associated corrective action plan are reviewed regularly by the safety department, safety committees, UDOT SSO and periodically reviewed by executive management. CAP's may be tracked and sorted from the hazard log. When a CAP is closed the hazard log will reflect this action and a closed date. Individual CAP files are stored in the Safety Department file server by hazard tracking number under the hazard management folder.

2.1.5.1 Hazard Resolution and Elimination

Hazard resolution is defined as the analysis and subsequent actions taken to reduce the hazard to the lowest level practical and the risk associated with an identified hazard. Hazard resolution is not synonymous with

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hazard elimination. In a transit environment, there are some hazards, which are impossible to eliminate and others, which are highly impractical to eliminate. Reduction of risk to the lowest practical level can be accomplished in a variety of ways from protective and warning devices to special procedures.

1. Design out or design to minimize hazard severity. To the extent permitted by cost and practicality, identified hazards will be eliminated or controlled by the design of equipment, systems and facilities.
2. Hazards that cannot reasonably be eliminated or controlled through design will be controlled to the extent practicable to an acceptable level using fixed, automatic, or other protective safety design features or devices. Provisions will be made for periodic functional checks of safety devices and training for employees to ensure that system safety objectives are met.
3. When design and safety devices cannot reasonably nor effective, eliminate or control an identified hazard, safety warning devices will be used (to the extent practicable) to alert persons to the hazards.
4. Where it is impossible to reasonably eliminate or adequately control a hazard through design of the use of safety warning devices, procedures and training will be used to control the hazard.

2.1.6 HAZARD TRACKING

2.1.6.1 Local Hazard Logs

Local Hazard Logs are kept by each division within UTA to track submitted hazards and are maintained by the corresponding safety committee. Department managers ensure local hazard logs are used to track hazards at the departmental level within UTA. These logs are maintained within the department and are reviewed by the local safety committee on a monthly basis. Local logs must include both open and closed hazards and be posted on department and/or service unit safety boards.

Hazards placed on the local log receive their initial and final hazard rating using UTA's 21 box hazard rating matrix. Reporting employees, with the assistance of their manager or supervisor, will give hazards their initial rating and final ratings (see UTA Hazard Analysis Matrix). The rail safety committee can assist in this process if needed. Hazard ratings should be changed when new information is received, or as a result of data analysis. If the hazard rating is changed by new information or data analysis, then the manager or designee will be notified.

2.1.6.2 Safety Department Hazard Logs

The Safety Department Hazard Log is kept is used to track Corrective action plans, and serious/high hazards from the local hazard log. Safety Administrators are responsible for the maintenance of Safety Department Hazard Logs. The Safety Department Log will be kept digitally and be directly accessible to all Safety Administrators. Logs must include both open and closed hazards for the current reporting year.

Hazard rating can be assigned by the either the Safety Administrator or the SSRC. The following are specific hazards that are identified and mitigated at the corporate level:

a. Unacceptable hazards (HIGH Hazards)
b. Hazards identified from audits from outside agency's (UDOT SSO, FTA, FRA, OSHA)
c. Hazards identified from accident investigations
d. Hazards where corrective action will cost more than $25,000
e. Undesirable SERIOUS hazards on local department hazard logs over 180 days
f. When deemed necessary by the Safety Department

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2.1.6.3 Corrective Action Plan (CAP)

Corrective action plans are utilized within UTA for hazards that meet certain criteria. The hazards identified in the section above require the usage of a corrective action plan (CAP). CAPs are tracked on the safety department hazard logs with electronic copies directly accessible to all Safety Administrators at all times.

For hazards that receive a MEDIUM or LOW hazard rating, the use of a corrective action plan is optional depending on the complexity and ability to correct the identified hazard, e.g. clearing shrubs or trimming branches of a tree. UTA will coordinate with the UDOT SSO to determine if a CAP is necessary for medium or low hazards.

In the following instances light rail corrective action plans must receive prior approval by the UDOT SSO Manager before corrective action plans may be carried out:

a. Unacceptable hazards (High Hazards)
b. Audit findings from regulatory agencies resulting in Non-conformance (UDOT, FTA, FRA, OSHA)
c. Accident investigations requiring corrective action
d. Testing or audits of Industrial Hygiene which potentially exceed OSHA PEL limits

2.1.6.4 Corrective Action Plan Development

Department managers or their designee will work in conjunction with the Safety Department and associated safety committees (Local Safety Committee, SSRC, and GMSSC) to develop a corrective action plan and fill out a CAP form for the identified hazard. Accident Evaluation Groups are also utilized when developing CAP's resulting from hazards identified after an accident. Safety Administrators ensure that the CAP process is followed and properly tracked until it is closed.

CAPs are assigned a specific tracking numbers by Safety Administrators and are placed on the Safety Department hazard log with its associated hazard. CAP's must contain at a minimum:

a. A specific deficiency / finding / hazard with an initial hazard rating
b. Assigned Date
c. Process, or plan to address and resolve the deficiency / finding / hazard
d. Proposed Implementation date
e. Responsible department, and person
f. Source
g. CAP ID
h. SSO Program Manager initial approval and date
i. Resolution of CAP
j. Accountable Owner Signature with completion date
k. SSO Program Manager Verification (if applicable)

2.1.6.5 Ongoing Reporting to State Safety Oversight Agency

Each CAP developed for Serious or High hazards, from investigations, audit findings or other deficiencies will be submitted to UDOT SSO as required for initial review and approval within 30-days of identifying a deficiency. The CAP form will be assigned a specific identification tracking number and placed on the safety department hazard log with its corresponding hazard for tracking purposes. A digital CAP form is maintained in the Safety Department file server for UDOT SSO access.

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The Safety Administrator will monitor the current status of CAPs using the safety department hazard log and identify any issues with the resolution action and dates. Updates will be recorded on the safety department hazard log and provided to the UDOT SSO at least monthly.

Upon completion of the corrective action the safety department will submit the CAP to UDOT SSO for adoption. UDOT will notify UTA in writing of its acceptance or rejection of the corrective action plan and in accordance with procedures specified in the UDOT SSO standard. The completed CAP is formally adopted by receiving UDOT SSO's signature on the CAP form. The UTA CAP form requires the UDOT SSO to sign and date the CAP indicating the assigned resolution and completion of the CAP.

After a hazard has been resolved, it will be assigned its final hazard rating. The Hazard Log will then be updated to show the status of the identified hazard with its CAP to "CLOSED". The completed electronic CAP form will be maintained in the safety department file server.

2.1.7 Job Safety Briefing

Prior to beginning work, employees that perform high risk, or non-routine job tasks are required to identify hazards, and discuss controls associated with that task during job safety briefings. The job briefing should include type of work, number of involved employees, additional hazard controls, emergency communication, required PPE, review of necessary training and applicable SOPs, and any additional items deemed necessary by the supervisor overseeing the work. Identified hazards that cannot be controlled with PPE or procedures must be resolved or mitigated through the hazard management process. At any time if the conditions of work change, a follow up job briefing is required.

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2.2 HAZARDOUS MATERIALS PROGRAM

2.2.1 MANAGEMENT OF HAZARDOUS MATERIALS

For any hazardous chemical used or stored in the workplace, UTA must maintain a safety data sheet (SDS) and train employees on the chemical hazards as outlined in 29 CFR 1200 (Right to Know). An SDS is a chemical safety instruction sheet that informs employees of specific safety or health hazards of chemicals in the workplace, & gives directions to employees for Protective Equipment (PPE) i.e. goggles, gloves, respirator, safety glasses, etc.

All safety data sheets are accessible through an Intranet-based system http://otis.osmanager4.com/uta/rtk/uta. A quick link to this web site is available through the UTA SharePoint Site and on every UTA desktop home screen. Section ASSURANCE (PROCURMENT) 3.11 describes the new chemical review workflow and approval process.

The UTA Environmental Department submits an annual Tier II inventory of hazardous chemicals to the state emergency response commission (SERC), local emergency planning committee (LEPC), and local fire department. Tier II reporting requirements are limited by chemical quantity to any UTA facilities that are subject to reporting.

The common hazardous materials transported to or from and used by UTA that are subject to reporting as described in 49 CFR are:

a. Diesel Fuel
b. Gasoline
c. New and used oil
d. Antifreeze (ethylene glycol)
e. Train wash (potassium hydroxide)
f. Lead acid batteries (sulfuric acid)

The liquids are stored in tanks or drums within secondary containment. UTA also uses many hazardous chemicals contained in soaps, solvents, brake cleaners, paints, and aerosols. These hazardous materials are described in the product-specific safety data sheet.

UTA has small quantity generator and conditionally exempt generator status of hazardous waste at various facilities. Hazardous waste, as defined in 40 CFR, is a hazardous material that has outlived its usefulness or has become contaminated through use.

Hazardous wastes, can be generated by:

a. Discarding a hazardous material (oil-based paint, pesticides, some soaps, expired products)
b. Using a product (used batteries, fluorescent lamps, HID lamps, paint thinner, aerosol dregs)
c. Any hazardous substance generated from a process or procedure critical to maintenance or operations of Frontrunner, TRAX or Bus
d. Infectious biohazardous waste from bloodborne pathogens clean-up or discarded sharps clean-up.

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Hazardous wastes are stored in closed containers and can be collected in satellite accumulation areas. These containers are labeled as hazardous waste for chemicals or biohazard for red infectious waste bins and are located near where the waste is generated. The environmental compliance administrators are responsible for preparing appropriate manifests, scheduling hazardous materials transportation, and final disposal.

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2.3 INFECTIOUS DISEASE CONTROL AND RESPONSE

UTA's Safety Department and Emergency Management teams monitor the reports of infectious disease transmission, as provided through the Utah Department of Health. Based on these reports UTA also coordinates with local health departments to identify control strategies in an effort to minimize the transmission of infectious diseases.

UTAs Local Safety Committees and SSRC help determine the impact to UTAs operations using the hazard risk matrix for the proper level of response to help prevent the spread of infectious disease. Infectious disease mitigations may be tracked on the local and corporate hazard logs following the hazard management process.

Updates regarding infectious hazards that may pose a risk to the health and safety of UTAs customers and employees are provided as needed to the UTA executive team.

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III ASSURANCE

Safety Assurance outlines how UTA implements, measures, and reviews UTA processes to ensure that it remains in compliance with established standards. These processes and reports will provide the confidence to UTA leadership that the organization and system is functioning within an acceptable level of safety. The audits, inspections, rules checks, and compliance verification procedures are described, required schedules are established, and acceptable measures are identified.

3.1 INTERNAL SAFETY AUDIT/REVIEW PROGRAM

49 CFR § 673, identifies requirements for planned and scheduled internal safety audits. They are performed to evaluate compliance with UTA's Transit Agency Safety Plan (TASP). All TRAX rail service departments and functions are subject to review. UTA's Internal Safety and Security Audit/Review Programs contain a comprehensive series of processes utilized to determine the compliance and effectiveness of UTA's TASP/ System Security Plan (SSP) and Emergency Preparedness Plan (EPP), which are applicable to all departments or functions.

The ED has delegated authority to establish and implement the TASP to the Director of Safety & Security (DSS) who oversees the safety performance functions of UTA. The DSS has the responsibility to develop and implement programs to promote safe operations to reduce or eliminate accidents and to monitor TASP compliance and maintenance.

The DSS assigns responsibility and authority to the Internal Audit's programs coordinator, the Safety Administrators, and assigned internal auditor team members to interface with UDOT SSO, to provide the internal oversight of the rail TASP compliance; and to oversee the internal safety audits.

The audits program coordinator utilizes UTA's audit team members who conduct ongoing, planned, and scheduled internal safety audits, and performs reviews and inspections of UTA's departments and functions to evaluate compliance with TASP requirements. The audit coordinator also measures the overall effectiveness in achieving the goals and objectives of the TASP. UTA audit team members use a checklist approach to determine compliance based on 49 CFR 673.

Per 49 CFR Part 225, UTA is committed to complete an accurate reporting of accidents, incident, and injuries in our system. We encourage employee reporting and will not tolerate harassment or intimidation to discourage reporting. UTA collects reports for reportable incidents. These incidents are reviewed at AEG's and any applicable CAPs are assigned to mitigate risks found. Reports submitted to the FRA are audited annually to ensure accurate and complete reporting.

The internal audits programs coordinator will ensure that auditors are independent from the first line of supervision responsible for the activity being audited. This means that audit team members will not be assigned to audit the workgroup they are assigned to. As an example, Safety Department personnel will not be assigned to audit other Safety Department personnel.

UTA uses the "Recommended Best Practices for States Conducting Three-Year Safety Reviews" document produced by the FTA Office of Safety and Security from March 2009. This document identifies eight (8) types of verification methods that can be used by the internal auditors, which are listed below. These are the same

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guidelines that the State Safety Oversight (SSO) uses for UTA three-year Triennial audits. It is recommended that the internal auditors use more than one method to verify compliance. Depending on the area being inspected a field visit, which allows, observation of processes and personnel may be required.

1. **Document Review**: sampling the UTA TASP and referenced and or supporting procedures to ensure that each required element of the State's Program Standard and 49 CFR part 673 is addressed. (This reference/requirement is noted on the Internal Audit Form for the element being audited.)
2. **Rules Review**: Sampling of UTA operating rules and bulletins and maintenance rules and procedures to determine if they have been reviewed and updated on a regular basis, if they have been distributed to appropriate UTA personnel as specified in the TASP, if training has been offered, and if this process has been tracked. Rules compliance is verified by supervisors. Auditors should ask supervisor personnel and or Safety personnel to provide examples of Rules Checks which have been accomplished during the previous audit period. Safety personnel observe/audit supervisors to verify that they are conducting Rules Checks. Auditors should verify that these processes are occurring.
3. **Records Review**: Sampling of the UTA records for evidence of implementation of the TASP and referenced or supporting procedures. Records reviewed and or sampled may include, but not limited to, training records, records of employee rules compliance checks, internal safety audit reports, maintenance inspection reports, minutes of safety committee meetings, etc.
4. **Interviews with UTA Senior Management**: discussions held with senior UTA management, including the UTA Executive Directors, to assess their knowledge of the UTA safety program, as specified in the TASP and referenced or supporting procedures, and to gauge their commitment to the safety program.
5. **Interviews with UTA Safety personnel**: Discussion held with UTA safety personnel, including the Safety and Security Director, to assess implementation of the UTA safety program, to identify issues in its implementation, and to highlight areas of compliance and non-compliance with Part 673 requirements. Safety personnel should provide evidence of system rides, interviews with operators, mechanics, supervisors and passengers to assess safety compliance and or hazard observations throughout the system.
6. **Interviews with other UTA personnel**: Discussions held with other UTA personnel (including a representative sample of rank-and-file operations and maintenance personnel) to verify their understanding of requirements specified in the TASP and referenced or supporting procedures.
7. **Field Observations**: Some departments and functions REQUIRE the auditors to make field or work area observations. This requirement will be noted on the Internal Audit Checklist for that specific area and auditors may be required to schedule times when specific field work is being done to allow for observations to be conducted. Observations and sampling conducted on-site at the UTA to observe implementation of the processes and procedures described in the TASP and supporting or referenced documents, procedures and materials related to the UTA safety program. Although auditors are not expected to be experts in Rules or mechanical processes, they should make field observations to verify that supervisors, who are technical experts, are performing and documenting technical field observations of operators, mechanics, MOW, Facilities Maintenance, etc. Field observations should also certify that rules compliance rules compliance, technical tests performed, repairs, etc. are being observed/documented.

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8. **Inspections and Measurements**: Inspections and measurements conducted on-site at the UTA to ensure that the UTA infrastructure and equipment is maintained according to specifications identified in the UTA standards, procedures, and equipment manuals. Auditors should verify that supervisors are performing periodic rules and preventative maintenance on equipment checks. This can include reviews of key performance indicators (KPI) matrix, preventive maintenance schedules, work orders, etc.

> **Note**: Each of these verification methods has specific strengths and limitations. To adequately assess implementation of each TASP elements required in 673, FTA believes that more than one verification method should be used.

UTA has developed an Internal Audit Checklist for the TASP. The Checklist includes the elements to be assessed, the eight (8) on-site verification methods, and recommendations for how these methods can be applied to each of the specific elements. If a specific checklist item does not have applicability to the audit topic the auditor should note that item as not applicable (N/A), with a brief description to include personnel visited with and processes discussed.

Audit teams may conduct field observations to make observations of the work process in the area being audited. Auditors should interview supervisors to verify compliance with rules and procedures. In addition to completing audit checklists, supporting documentation for verifying compliance with rules checks and compliance verification may also be submitted to the Internal Audit Coordinator as part of the audit. This will verify that rules checks and observation are an ongoing practice within the departments. Supporting documentation may be obtained from safety personnel and department supervisors. See A-3: for samples of the internal audit inspection checklists and schedule.

The audit team members will complete the Audit Checklist by completing all applicable verification methods of "Recommended Activities" used during the audit. Include copies of rules, processes, charts, etc. discussed as evidence of compliance or of non-compliance of specific requirements. In conjunction with the Safety Department and Internal Audit Coordinator will make a determination of "compliance" when a department or function is substantially adhering to the TASP requirements. Determination of compliance may include recommendations for improvement of TASP process activities or prevent future determinations of non-compliance. The department or function will review the recommendation and consider measures to improve process activities. In the event the department or function is substantially not adhering to the TASP, then a finding of non-compliance, along with a corrective action plan (CAP) will be issued to the department. That department is required to sign accepting responsibility to respond to or resolve the CAP and to provide a planned completion date. The CAP form contains a section for a proposed corrective action as well as a corrective action resolution to be filled in by the assigned department. Managers of departments have the responsibility to take corrective actions plan as recommended by the audit team reports. Upon completion the CAP must be adopted by the Safety Department, and by UDOT if required. Corrective action plans developed from audit findings of non-compliance with recommendations, and from compliance with recommendations are reviewed, accepted, and placed on the Safety Department Hazard log for tracking purposes by the Safety Department and Safety and Security Management Review Committee (SSRC) in coordination with UDOT SSO. Matters that are not resolved by the SSRC are referred to the GMSSC committee.

Each department or function is required to be audited as per UDOT's Rail Transit State Safety Oversight Program Procedures and Standards. The Safety Administrator is responsible for developing a three-year schedule for all

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internal audits. This schedule is distributed to all affected departments and to the state safety oversight manager. The schedule is furnished as a separate document to UDOT SSO.

UDOT is invited to participate in all internal audits. The Safety Administrator or audit team leader notifies the UDOT State Safety Oversight office at least 30 days prior to conducting an internal audit so that UDOT may schedule and participate in those audits as desired.

The internal audit coordinator notifies all affected departments and provides the manager of the department with a current checklist of audit requirements. Sufficient time is given to the department to prepare all necessary materials for the audit.

The Safety Administrator completes individual audit reports and submits them to UDOT within 30 days of audit completion. In addition, the annual safety audit report, detailing UTA's internal safety and security review activities are submitted for the past year, with subsequent findings. The report is certified by the Executive Director, and forwarded to UDOT, on or before February 15 of the following year.

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3.2 Accident Notification, Investigation, and Reporting

3.2.1 Notification Thresholds

3.2.1.1 Internal Notification

Initial internal incident/accident notification is initiated by UTA control centers (TRAX, FrontRunner, bus, paratransit, and police dispatch) electronically via text message and e-mail through the UTA emergency notification list, and the go team notification list, according to corporate policies and procedures, NO. 4.3.7 "Emergency Notification", and as specified by rail service SOPs and this document.

The controller will initiate internal notification resulting in the following: (OPS-SOP-0608)

a. Events resulting in possible injury or death of persons
b. Fire
c. Hazardous materials spill or release
d. Other situations that may require response by local emergency personnel

Electronic notification requires the following information:

a. Time, date, location, and direction of travel
b. Type of accident and description of event
c. Number of persons injured (transported)
d. Estimated damages

Workplace injuries that require the first report of injury form to be completed will require supervision to notify the Safety Department at the time of the events.

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3.2.1.2 UDOT/SSO Notification

UTA has included on its emergency notification list UDOT's SSO and UDOT TOC. Following an accident, the UTA Safety department will follow up with state safety oversight, in person or by phone email or text message within two hours of any accident that results in the following:

a. Fatality occurring at the scene or within 30 days following the accident, excluding deaths resulting from illness, natural causes, and criminal homicides
b. One or more persons suffering serious injury
c. A collision involving a rail transit vehicle with any other vehicle, person, or object resulting in substantial property damage (requiring towing)
d. A runaway train
e. An evacuation for life safety reasons
f. Any derailment of a rail transit vehicle (yard and mainline)

Serious Occurrences are to be investigated by the transit agency and reported to UDOT within one business day.

a. Face up of rail vehicles: Two revenue transit vehicles enter the same block in signalized rail-exclusive territory; not including intentional moves such as coupling or vehicle storage, or street running territory.
b. Signal violations or overruns. This includes cases where UTA has determined a signal violation occurred, and violations of stop signals provided by a roadway worker.
c. Malfunctions of safety critical systems or equipment that could result in a catastrophic or single-point failure. Malfunction differs from “damage” under Incident criteria; would include more serious events such as loose railcar wheel or dropped underbody equipment.
d. Grade crossing warning system activation failure. Includes failures of gate arms and signals/lights but does not include broken gate arms.
e. Evacuation of train into the right of-way or onto adjacent track for non-life safety reason. Includes customer self-evacuation/transfer of passengers to rescue vehicles or alternant means of transportation due to obstructions, loss of power, mechanical breakdown and system failure, or damage. Evacuations for life safety reasons should instead be reported as an accident as described in an “accident”.
f. Incapacitated operator in service, i.e. An operator loses consciousness, falls asleep, or otherwise becomes physically incapable of operating the rail transit vehicle during revenue or non-revenue service.
g. Runaway rail transit maintenance vehicle. Excludes runaway trains, which are defined in the accident category per FTA requirements
h. Unpermitted rail vehicle encroachment into work zone

	Fatality	≥ 1 Injuries w/ Transport	Personal Injury that is not serious	Serious Injury	Damage that disrupts Ops	Collision	Runaway Train	Evac for Life Safety	Derail Anywhere	Close Call Vandalism /Theft	Serious violation
Accident	X			X		X	X	X	X		
Incident		X	X		X						
Occurrence										X	
Serious Occurrence											X

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UDOT SSO contact information:

UTA employees in charge of notifications can send emails to udotsso@utah.gov in order to successfully notify all needed parties at once.

UDOT SSO Manager	Designated Back-Up
Jim Golden jimgolden@utah.gov 801.360.0052	**Robert Miles** robertmiles@utah.gov 801.910.2070

3.2.1.3 FRA Notification

For accidents that occur within FRA designated territory (1300 South to 6100 South and from 700 West Freight spur to 5600 West on Mid-Jordan Red Line), the FRA will be notified immediately by telephone by the Safety Department, using the National Response Center (NRC) at 1-800-424-0201 of any incident/accident resulting in the following as required by 49 CFR 225:

a. Death of a rail passenger or a railroad employee
b. Death of an employee of a contractor to a railroad performing work for the railroad on property owned, leased, or maintained by the contracting railroad
c. Death or injury to five or more persons
d. A train accident that results in serious injury to two or more train crewmember or passengers requiring their admission to a hospital
e. A train accident resulting in evacuation of a passenger train A fatality resulting from a train accident or train accident/incident at a highway-rail crossing when death occurs within 24 hours of the accident/incident
f. Collision occurring at a Grade Crossing
g. A train accident resulting in damage of $150,000 or more to railroad and non-railroad property
h. A train accident resulting in damage of $25,000 or more to a passenger train, including railroad and non-railroad property
i. A collision or derailment on a main line that is used for scheduled passenger service, or that fouls a main line used for scheduled passenger service

3.2.1.4 NTSB Notification

The UTA Safety department will notify the NTSB, by telephone using the National Response Center (NRC) at 1-800-424-0201, within two hours of any accident/incident meeting the following criteria per 49 CFR 840:

a. A passenger or employee fatality or serious injury to two or more crew members or passengers requiring admission to a hospital
b. The evacuation of a passenger train
c. Damage to a tank car or container resulting in release of hazardous materials or involving evacuation of the general public
d. A fatality at a grade crossing

Notification will also be made, no later than four hours after an accident, regarding any accident resulting in:

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a. Damage of $150,000 or more for repairs or the current replacement cost, to railroad and non-railroad property
b. Damage of $25,000 or more to a passenger train and to railroad and non-railroad property

3.2.1.5 FTA Notification

In accordance with 49 CFR 674.33, the transit agency must provide notification to FTA of any reportable accident within two hours for the following.

a. A collision between a rail transit vehicle and another rail transit vehicle.
b. A collision at a grade crossing resulting in serious injury or fatality.
c. A collision with a person resulting in serious injury or fatality.
d. A collision with an object resulting in serious injury or fatality.
e. Property damage resulting from a collision involving a rail transit vehicle; or any derailment of a rail transit vehicle. (This includes rail maintenance machines)

The UTA Safety Department will notify FTA of an accident by contacting the U.S. Department of Transportation, Transportation Operations Center (TOC) within two hours of a reportable accident by emailing TOC-01@dot.gov (recommended method) or by phone: 202-366-1863.

3.2.1.6 UOSH Notification

The UTA Safety Department will notify Utah OSHA at 801-530-6901 within 8 hrs. of any workplace accident resulting in the following:

a. Fatalities (including heart attacks)
b. Admittance to the hospital
c. Amputations past the first digit on hand or foot
d. Heat, chemical or electrical burns which result in temporary or permanent impairment to the body
e. Electrical shocks
f. Major bone fractures
g. Any loss of consciousness in the workplace
h. Permanent or temporary impairment where part of the body is made functionally useless
i. Deep cuts
j. Sight impairment
k. Any injury or illness that may shorten the worker’s life or significantly alter a normal physical or mental ability (either temporarily or permanently), such as visual or hearing impairment

3.2.2 Accident and Serious Occurrence Investigation Process

UDOT SSO has formally authorized UTA to conduct its own investigation of Light Rail accidents and Serious Occurrences and will utilize UTA's investigation as its own investigation, unless UDOT SSO decides to conduct its own investigation. UDOT may decide to conduct an independent investigation in addition to the transit agency's investigation. Accidents and Serious Occurrences that are investigated by UTA are conducted per Corporate Policy 4.5.2 Post Incident Investigation Policy and Transit Services Rail Safety Investigation Procedure.

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3.2.2.1 Accident Investigation

Rail accidents that require two-hour notification to the UDOT SSO will be investigated by the Safety department. Rail investigation will be conducted in accordance with the Rail Safety Investigation Procedure. The Rail Safety Investigation Procedure can be found on the Safety Department share drive. A third-party investigation (contract expertise) will be assessed on a case-by-case basis in consultation with UDOT.

3.2.2.2 Workplace Injury Investigations

Workplace injuries that require employees to complete the first report of injury must be investigated at a minimum by a supervisor. If during the investigation process a hazard is identified, the hazard identification form must be filled out and tracked until the hazard is mitigated. In the event of serious injury or death the Safety Department will conduct a formal investigation.

a. Fatality
b. Fractures
c. Injury or illness resulting in immediate admittance to the hospital
d. Amputation
e. Deep cuts
f. Severe burns
g. Electric shock
h. Sight impairment
i. Loss of consciousness or concussions

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3.2.3 Reporting Accidents

3.2.3.1 Reporting to UDOT SSO

Reports and corrective actions are available to UDOT which includes all events that meet reportable UDOT thresholds and are reviewed during monthly coordination meetings.

In conducting an accident or serious occurrence investigation, UTA will provide UDOT SSO the following:

> **Preliminary Written Report**: As soon as possible after the accident, but within three business days the transit agency must email preliminary written information, including any accident investigation summary information, preliminary reports from field personnel, and other available information.
>
> **Investigation Status Report**: At the request of UDOT SSO, UTA will provide a report indicating status of the investigation, including any significant new reports or report components, and any preliminary investigation conclusions within 10 days of the accident.
>
> **Draft Final Accident Report**: Within 30 days of the accident, the Safety department will submit a draft final report to UDOT SSO for acceptance. This report will include the corrective action plan (CAP) as approved by the UTA Accident Evaluation Group (AEG). If UTA requires additional time to complete the investigation activities, then UTA shall request additional time from UDOT SSO.
>
> **Final Accident Report**: After UDOT adopts the draft accident report, as signified by the SSO's signature, UTA will create a non-alterable version of the final report and submit it to UDOT SSO. UTA will retain final reports on the safety network drive.

The Draft Final Report must contain the following information, at a minimum:

a. Executive summary
b. Sequence of events, including a comprehensive description of injuries, fatalities, and property damage with estimated dollar value
c. Clear description of events before, during, and after the accident/incident
d. Findings and analysis, including investigation activities
e. Description of the investigation process and methodology
f. Description of post-accident/incident testing and research conducted
g. Employee training, drug and alcohol testing, and fatigue considerations
h. Information and feedback from employees interviewed
i. Post-event inspection of infrastructure, vehicles, or facilities
j. pre-event compliance with required maintenance
k. Sufficiency of UTA's existing training, rules, and procedures
l. sufficiency of existing design
m. Conclusions, including any findings
n. Probable and contributory causes
o. Recommendations to prevent reoccurrence
p. Supporting analysis to defend any recommendations made
q. Short- and long-term actions

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r. Changes to rules, policies, or procedures
s. CAP(s) to address any findings resulting from the investigation.

UDOT reports all reportable FTA events in an annual report.

3.2.3.2 Reporting to FRA

The UTA Safety department will submit required reports per 49 CFR 225, for accident/incidents using the AIRGNET reporting software, for accidents/incidents that occur within FRA operating territory.

3.2.3.3 Reporting to National Transit Database (NTD)

As part of complying with reporting requirements to the Nation Transit Database, UTA will submit monthly safety summary event reports (S&S-50) and any major event report (S&S-40) forms for both bus and light rail operations that meet reporting thresholds defined by the NTD within 30 days.

3.2.3.4 Reporting within UTA

The UTA safety reports are made available to the Director of Safety and Security (DSS), Chief Operating Officer, and Regional General Managers (RGMs). Reports will be forwarded by the DSS to the ED as needed.

3.2.4 Corrective Action

3.2.4.1 Safety Department Review

The Safety department will initiate an investigation to determine causal or contributing factors for events it deems necessary. Findings from the investigation that identify serious or high hazards, will require a corrective action plan and will be placed on the safety department hazard log. The Safety department will then coordinate with the appropriate departments to develop a corrective action plan (CAP) and fill out a CAP for the identified hazard. The CAP form will be assigned a number and placed on hazard log with the corresponding hazard for tracking purposes.

The corrective action plan will contain:

a. Action to be taken
b. Proposed completion date
c. Individual or department responsible for implementation

3.2.4.2 UDOT Review

UTA will develop a corrective action plan (CAP) for submission to UDOT when:

a. Results from an incident/accident investigation contain identified causal factors that are determined by UTA or UDOT as requiring corrective actions
b. Hazards or deficiencies are identified from internal reports and audits performed by UTA or UDOT

The corrective action plan will contain:

a. Action to be taken
b. Proposed completion date
c. Individual or department responsible for implementation

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d. Process or plan for implementation of plan
e. Date Corrective action plan was opened
f. Identify noted deficiency/finding/hazard
g. Cost resolving deficiency, if known or applicable

As part of developing a corrective action plan UTA may employ the use of an accident evaluation group (AEG).

An accident evaluation group will be organized to evaluate the following events:

a. Fatalities
b. Incidents involving multiple medical transports from the scene
c. Major component or system failure

The AEG will be comprised of key UTA staff from various department that would have a role in the development of the CAP. UDOT SSO will be an invited member to applicable AEG meetings and play an active role in identifying casual or contributing factors.

Each CAP resulting from an investigation, or from hazards or deficiencies identified, will be made available to UDOT SSO for review. The CAP form will be assigned a tracking number and placed on the hazard log with its identified hazard. Upon completion of the corrective action the Safety department will submit to UDOT the completed CAP form for adoption, signified by UDOT SSO's signature on the CAP form. The hazard log will then be updated to show the status of the identified hazard with its CAP to "CLOSED".

UTA will monitor all corrective action plans with the use of the safety department hazard log and will provide UDOT with an updated log monthly.

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3.3 Safety Data Collection and Analysis

3.3.1 Data Collection

Safety data is collected and stored by the safety department personnel on a secured network drive (Safety Department S:\\ Drive). It is reviewed, analyzed, and provided to UTA general manager in the General Managers Safety and Security Committee (GMSSC) meetings to assist the organization in eliminating hazards (see A-2:).

Safety critical hazards are identified, investigated, reviewed, resolved, and tracked by the SSRC committee through the UTA TRAX and FrontRunner Safety Department Hazard Logs. The TRAX Safety Department Hazard Log is made available to UDOT SSO at any time through the Safety Department S:\\ Drive. SSO Manager has been given access to this drive to enable UDOT to have access to various data and documents.

TRAX accidents, incidents, and other safety events are recorded and tracked by the Safety Department using the light rail event tracker. The light rail event tracker is provided to the UDOT SSO quarterly prior to the quarterly meeting. It is also stored on the S:\\ Drive which UDOT has access to.

In addition, UTA personnel involved in an accident or incident are required to complete UTA's accident/incident report form (green sheet). On-scene supervisors file supervisor's accident /incident report forms. Copies of these documents, as well as any pictures are copied into the Safety Department drive by the Safety Administrator. Accidents and incidents, require a UTA Safety Administrator to complete a safety department investigation form.

UTA also obtains data from the NTD, US DOT, the National Safety Council, NTSB, APTA, and other transit organizations.

The Safety Administrator(s) reviews TRAX and FrontRunner’s control center's daily logs and records events involving the rail system. Events meeting minimum threshold levels are reported to UDOT, FRA, and FTA as required by current regulations.

System event data is entered monthly into the National Transit Database, Commuter rail, and TRAX accidents occurring in FRA territory are reported to the Federal Railroad Administration using the on-line AIRGnet software provided by FRA.

Other sources of data include:

a. Control Logs
b. Accident/Incident Reports
c. Hazard Logs
d. UTA Police Reports
e. Employee Training records
f. Maintenance Records
g. Rules Checks Reports

3.3.2 Data Analysis

Data collected is analyzed on a regular basis and is used to evaluate safety performance and identify areas potentially requiring corrective action to reduce the number of events. Types of events that are used for this

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analysis are areas where there is an increase or reoccurrence of accidents, incidents and occurrences as defined by the FTA.

Event data collected is also used to determine goal specific KPI's required by the FTA in specific areas including events, injuries, fatalities, and mean time between mechanical failures. Data collected is also tracked on UTA's safety dashboard and projects current accident rates while comparing them to the prior year. This data evaluation is used to determine the effectiveness of implemented mitigations and areas needing further evaluation and corrective action.

Rules checks, close calls and interviews are used as a means of proactive risk mitigation and is tracked on UTA's safety dashboard and is used to find, fix, and follow up on hazard identified and tracked on UTA's hazard logs.

3.3.3 Continuous Improvement

UTA uses the concepts of continuous improvement throughout its entire organization including safety. UTA's utilization of the safety department hazard log and local department hazards logs allows for this process to be utilized. Safety committees review local department hazard logs on a monthly basis and create corrective actions for identified hazards. All closed hazards are documented and kept for historical reference for the purposes of tracking reoccurring hazards that may require additional mitigation. Safety department hazard logs are also reviewed on a monthly basis by the SSRC. The effectiveness of corrective actions that have been implemented are often used to determine if a specific hazard's risk has been sufficiently reduced needed for closure.

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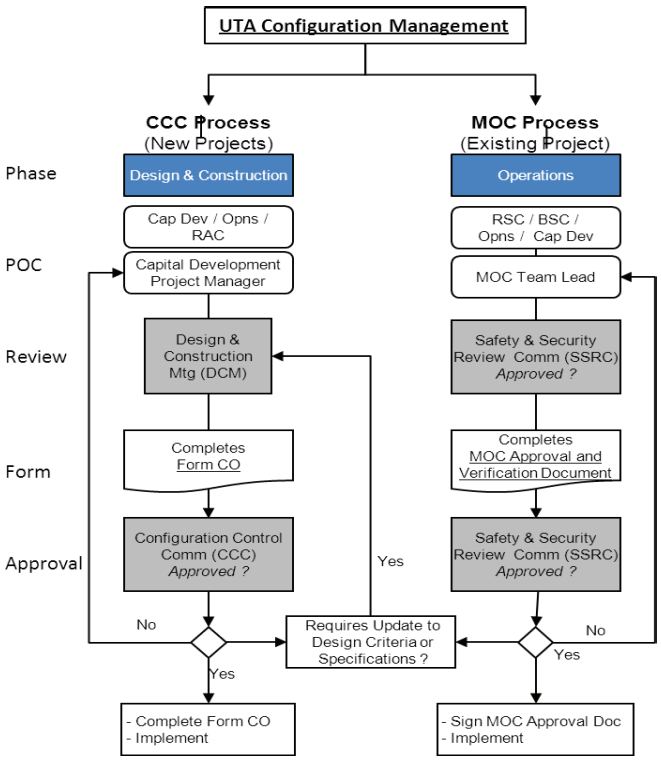
3.4 System Modifications (Management of Change)

System Modifications at UTA refer to changes in existing operating systems that require review and approval by the agency. Generally, the types of systems that operate within UTA consist of bus, light rail, and commuter rail. Included with each system type are the elements necessary to maintain revenue service operations for UTA's customers. Because existing operating systems have previously gone through UTA's rigorous safety and security verification and certification process prior to approval for beginning revenue services, system modifications at UTA utilize the Management of Change (MOC) process. The Safety and Security Review Committee (SSRC) chaired by the Safety Manager provides direction and oversight of any system modification.

The system modification process at UTA is designed to evaluate proposed changes and either mitigate entirely or minimize any impacts those changes will have on the people, procedures, equipment, vehicles, and environment of the system affected by the proposed changes. The safety and security concerns for these changes will be addressed and resolved prior to initiation of the change, or implementation within the system. All modifications of rail vehicles that meet the MOC criteria must first be reviewed and approved by the Manager of Technical Services prior to being presented to the SSRC for final approval. This process is outlined in light rail SOP 4800-0300-351 "Configuration Control of Light Rail Vehicle Fleet".



Configuration Management at UTA coordinates new systems or extensions by Capital Projects Department before they are implemented in the existing operating environment and is managed through the Configuration Control Committee (CCC) process during design and construction. The CCC process is more fully explained in the Capital Development SOP No. #003 and outlined in Configuration Control Committee (CCC) (4.1.2.8). The CCC process is managed at UTA by the Capital Projects Department and has representatives from each process involved at UTA. Capital Projects Department personnel will follow project guidance as outlined in the Project Control User Manual, Document Control (Section 4.0) and the development of files and file codes for projects as well as the electronic storage of documents in the SIRE system.

The flowchart on this page illustrates the current configuration management process.

3.4.1 MOC Authority

Authority to manage system changes is derived from the ED of Utah Transit Authority. The responsibility for implementing and enforcing MOC processes falls under the authority of each UTA executive and manager. Responsibility for change approvals falls under the authority of the Safety and Security Review Committee (SSRC), which is comprised of a group of experienced design, maintenance, and operational personnel from Bus, TRAX, FrontRunner, and Capital Projects Departments.

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3.4.2 Management of Change (MOC) Process

The MOC process is an internal review and approval process managed by the SSRC. Proposed configuration modifications to existing bus, rail, and facilities infrastructure, systems, equipment, or vehicles will be reviewed and formally accepted for implementation by the SSRC committee. Each proposed change must be evaluated to determine the impact on an existing system regarding the areas of maintenance, operations, safety, and environmental, and security effects prior to any changes.

The goal of the MOC process is to ensure that UTA systems continue to provide a level of safety equivalent to or better than the existing system. The MOC process applies to existing bus and rail services systems, vehicles, facilities, and equipment. This process is intended to prevent unauthorized changes that could compromise safety or introduce a hazard without approval.

The MOC process complies with UDOT SSO's program standard; FTA's general requirements, guidance, and circulars; and FRA guidelines to ensure that safety hazards and concerns are adequately addressed in modifications to existing systems, vehicles, and equipment.

The process for implementing MOC solutions is as follows:

1. During normal operations, inspections, audits, or accident evaluations the bus and rail safety committees (BSC, RSC), or Capital Projects develop corrective action plans (CAPs) or planned modifications. If the cost of the CAP requires interdepartmental, intergovernmental coordination, or exceeds $ 5,000, the RSC / BSC will form a MOC team with a team lead (TL).
2. The TL will coordinate the resolution and complete the MOC approval and verification document (MOC document, format provided at end of this section).
3. The MOC action will be entered on the MOC log with a number assigned, as maintained by the Safety Department.
4. The issue and recommended solutions will be coordinated with the different affected departments during the development of the MOC document.
5. The MOC document, with recommended modification or corrective action, will be presented by the MOC TL at a SSRC for review and approval. It is recommended that the issue be brought to SSRC at the earliest opportunity to discuss the issue and provide direction, prior to presentation for approval.
6. The SSRC will review the proposed action, based on the considerations listed in the following section.
7. If approved by the SSRC, a minimum of two members will sign the MOC document.
8. MOC TL will implement the CAP, documenting compliance with the provisions stated.
9. When completed, the MOC TL will provide evidence to the SSRC of implementation and required integration testing or operational checks. As-built plan drawing changes and As-In-Service software (if applicable) will be given to the department responsible for future maintenance of the change.
10. Red-line drawings and As-In-Service software (if applicable) will be received from the contractor or other worker. These drawings and software will be filed within SIRE (electronically preferred) and provided to Capital Projects Engineers and or Facilities Maintenance Drawings.

The MOC log and corresponding hazard logs will be updated with close-out date of the completed action.

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3.4.3 MOC Action Considerations

The SSRC will consider, at minimum, the following issues when evaluating a MOC action for approval:

a. Safety issues or hazards associated with the changes, including impact to safety-functional or safety-critical hazard mitigation processes
b. Environmental compliance issues
c. Security issues
d. New or modified maintenance concerns
e. Operations impacts of the change
f. Impact on operating rule book or standard operating procedures
g. Impact on public
h. Impact on personnel
i. Impact on other systems, including Positive Train Control (PTC)
j. Funding source
k. Schedule for implementation
l. Effect on safety certification process and critical items list (CIL)

3.4.4 MOC Log

The management of change log will record each requested and implemented action. A number will be assigned corresponding to the current year, then sequential number (12-001, 12-002, etc.). The MOC log will be maintained by the Safety Department on the safety drive (S:\\).

3.4.5 Notifying Departments

The MOC approval and verification document will be used to ensure notification to and coordination with affected departments. The document will provide the review of the action and recommendations to the department representative. The designated department representative will sign off on the document.

3.4.6 MOC Approval and Verification Document

The management of change process for each action will be presented to the SSRC with an approval and verification document in the following format with the requested information. Coordination, approval, and verification signatures will be completed at the appropriate time during the process

A sample MOC approval and verification document is provided in B-5:.

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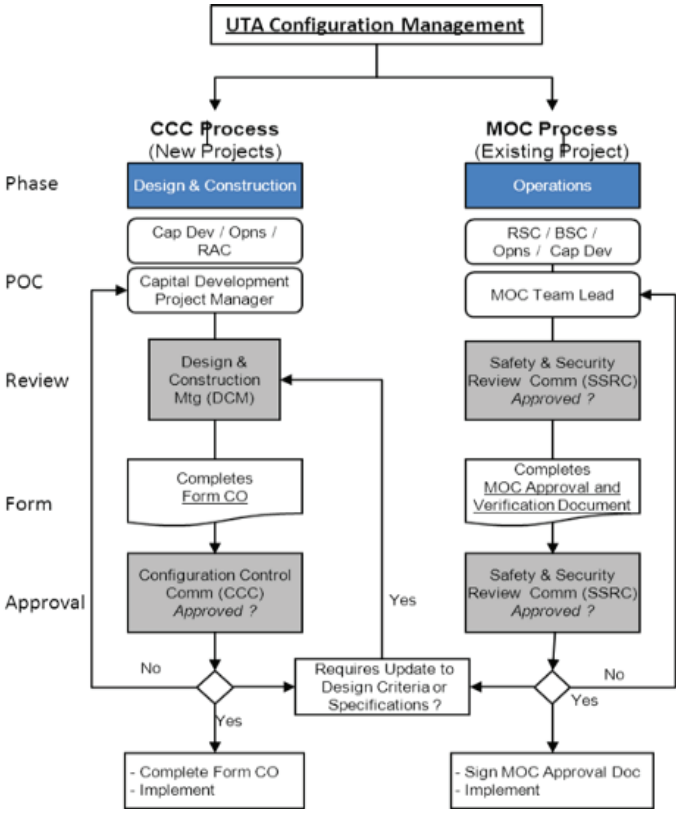
3.5 CONFIGURATION CONTROL

Configuration control within UTA is managed through the Configuration Control Committee (CCC) process during design and construction, and the management of change (MOC) process during operations. The CCC process is managed for UTA by the Capital Projects Department. The MOC process is managed by the Safety and Security Review Committee (SSRC) chaired by the Safety and Security Director.



The CCC process is managed for UTA by Capital Projects and coordinates new systems or extensions before they are implemented in the existing operating environment. Project managers employ the Project Management Plan (PMP) to guide capital project development and implementation. The Project Management Plan (PMP) will be used in conjunction with the Project Control User Manual by the Project Control Specialist. This manual is updated periodically and contains direction for as built and document control procedures. Specific guidance for document control procedures, File Creation (4.2), File codes, SIRE use (4.2), is provided in The Project Control User Manual Section 4.0. Smaller projects may include an abbreviated PMP specific to the project. Representatives from each involved department and safety are represented in the CCC process. Notification of project changes to existing structures or facilities which might have potential safety or security impacts to effected UTA personnel is critical. Additionally, public, or other effected groups shall be notified of any change which might have potential safety or security impacts. Effected personnel are invited to participate in project meetings and coordinate any changes. Additional training may be required. Operations and maintenance procedures, bulletins or SOP's may need to be developed. The general public may be affected. The Public Relations Department will assist with communications to outside agencies or effected groups and is an essential element of communication which must take place from the beginning of any project and at various stages of a project through completion and implementation of services impacted by a project. Any negative or hazardous impacts observed by a change must be reported to management personnel as soon as possible.

The flowchart illustrates the current configuration management process. For detailed discussion of the management of change process and documentation, see section SYSTEM MODIFICATIONS (MANAGEMENT OF CHANGE) 3.4.

The process always asks if any modifications to the design criteria are required. If so, changes are vetted through the Design and Construction Meeting (DCM) and incorporated into the next update of the criteria.

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3.6 System Safety and Security Certification

3.6.1 Safety and Security Certification Program

The Safety and Security Certification (SSC) program is intended to help ensure that safety and security concerns, hazards, threats, and vulnerabilities are adequately addressed prior to the initiation of passenger operations for new rail and bus transit systems and subsequent major projects to extend, rehabilitate, or modify an existing system, or to replace vehicles and equipment. Such projects include:

- New rail and bus transit systems or system expansions
- Major reconstruction of existing lines
- Major redesign and installation of system components
- New or significantly reconstructed maintenance and operating facilities
- New vehicle procurements or mid-life overhauls
- Other projects deemed to have significant safety implications, including projects implemented by others that have a direct impact on the operations of UTA

UTA's System Security Plan and Emergency Preparedness Plan (EPP), separate documents, integrate and interacts the process for managing threats and vulnerabilities into the safety certification process.

Safety certification takes place throughout a project. It begins at the initiation of design of a project, is carried through construction, mitigating hazards in the process, evaluated during start up and testing, and transitioned into operations.

UTA will also ensure that UDOT is invited to participate, as appropriate, in SSC-related meetings, document reviews such as engineering/design, and on-site project activities during the construction phase. UTA understands that UDOT may issue specific findings, guidance, or directives to the transit agency in order to address safety and security issues related to certifiable elements, certifiable items, and potential workarounds and will include those into the project SSC program as appropriate.

3.6.1.1 Safety and Security Major Capital Project Plans and Documents

UTA will develop a Safety and Security Certification Plan (SSCP) for each construction or installation project. If the project is light rail related, UTA will provide a copy of the SSCP plan to UDOT for review and comment feedback.

For FTA-funded capital projects that require an SSC program, UTA will also develop a Safety and Security Management Plan (SSMP) as part of the larger Project Management Plan requirements.

For capital projects that do not require an SSC program for FTA-funding, UTA will access the project scope factoring in the size and complexity of the project to determine what elements from the SSC program to apply to ensure that the necessary safety and security elements are implemented into smaller projects. The level of the SSC program implemented for each project will be documented in the SSCP along with the decision to exclude certain portions of the certification program.

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The following documents guide the safety certification process during a major capital project:

Project Plans (with Safety Input)	Abbreviation	UTA Owner
Activation Plan	RAP	Project Dev (Cap Dev)
Bus Fleet Management Plan	BFMP	Project Manager
Construction Emergency Mgmt & Response Plan	ERP	Contractor by Project
Construction Safety Program Manual / Program Manual	CSPM/ CSSP	Contractor
Document Control Plan	DCP	Capital Projects
Emergency Preparedness Plan	EPP	Public Safety
Operation & Management Plan	O&MP	Project Manager
Operational Hazard Analysis	OHA	Safety Admin.
Preliminary Hazard Analysis	PHA	Project Manager
Project Management Plan	PMP	Project Manager
Rail Fleet Management Plan	RFMP	Project Manager
Rail Service Plan	RSP	Rail Ops
Real Estate Management Plan	RAMP	Project Manager
Safety & Security Certification Plan	SSCP	Project Manager
Safety and Security Certification Verification Report	SSCVR	Mgr Qual and Const Oversight
Safety & Security Mgmt Plan	SSMP	Project Manager
System Integration Test Plan	SITP	Contractor
System Security Plan	SSP	Manager of Security

3.6.2 Hazard Analysis

Risk analysis during the project's design and design safety reviews provides the basis to develop a preliminary hazard analysis (PHA) for the project. This PHA, typically maintained in a matrix log for the project, identifies hazards and potential hazards along the corridor, at platforms and in park and ride lots. The hazards are rated based on the risk analysis matrix (see 2.1.4.3 UTA Hazard Analysis Matrix) and possible solutions to these hazards are proposed. The solutions are then evaluated and incorporated into the design to mitigate or reduce the hazards to the maximum practicable extent.

Similarly for security aspects of the project, and UTA system as a whole, a threat and vulnerability analysis (TVA) is conducted on each project. Elements identified in the TVA that can be designed out of the system, are incorporated into the construction of the project.

During the initiation of testing and systems integration, additional operating hazards are identified and incorporated into the hazard analysis matrix. This is the start of a transition from a PHA to an operating hazards analysis (OHA). Resolutions to these hazards are incorporated into the construction or testing efforts, or a procedure for operations is written to be used during operations.

At the completion of systems integration testing, and prior to pre-revenue operations, the PHA/OHA is reviewed to determine all the hazards that have been eliminated, mitigated, or accepted. The solutions implemented (design, rule, procedure) are noted on the matrix. The OHA remains active throughout pre-revenue and 90 days into revenue operations. The remaining hazards, not mitigated or accepted after 90 days, will be incorporated

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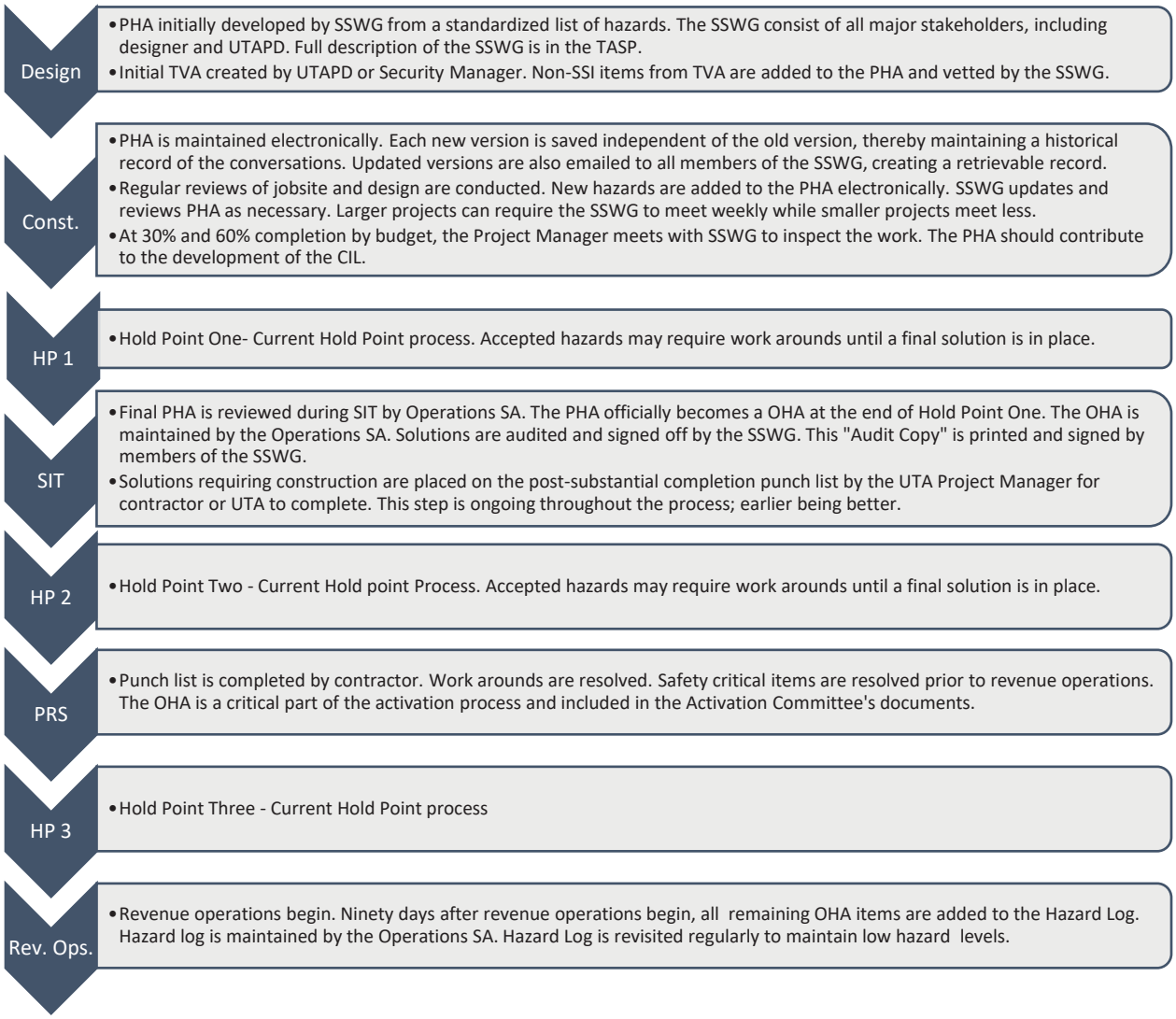
into the safety department hazard log for that mode of transit (commuter rail, light rail, bus) to be tracked and resolved in the hazard management process (see 2.1.4.3 UTA Hazard Analysis Matrix). An illustration of this process follows this section.



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3.6.2.1 Facilities Hazard Analysis

3.6.3 Project Certification / Hold Point Process

UTA's hold point process is important to verify that all prior steps of the certification process are complete, with any necessary hazard/open item mitigations established before the next phase begins.

UTA's "Hold Point" safety certification process is documented in the Activation Plan (AP), a separate document for each project, through the Activation Committee (AC). The AC will follow a proactive approach to examine, identify, and document safety and security critical certifiable elements and sub elements; utilizing UTA's approved certifiable items lists (CILs) for each certifiable element.

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The RAC will maintain a master safety and security certifiable items list (CIL) for internal distribution, review, consideration, and incorporation of key safety critical elements and items into the Safety and Security elements of UTA's Design Criteria and checklists. (See B-3:). These documents are used to improve safety and functionality of system design, promote effective and efficient use of resources, reduce the number of workarounds and change orders, and reduce hazards in service and maintenance.

Hold Points are conducted before each commissioning phase of the project. Structured reviews and associated approvals will ensure a comprehensive review of all conditions before each phase is started to minimize, mitigate, or eliminate potential safety, testing or operating issues. These phases include the following:

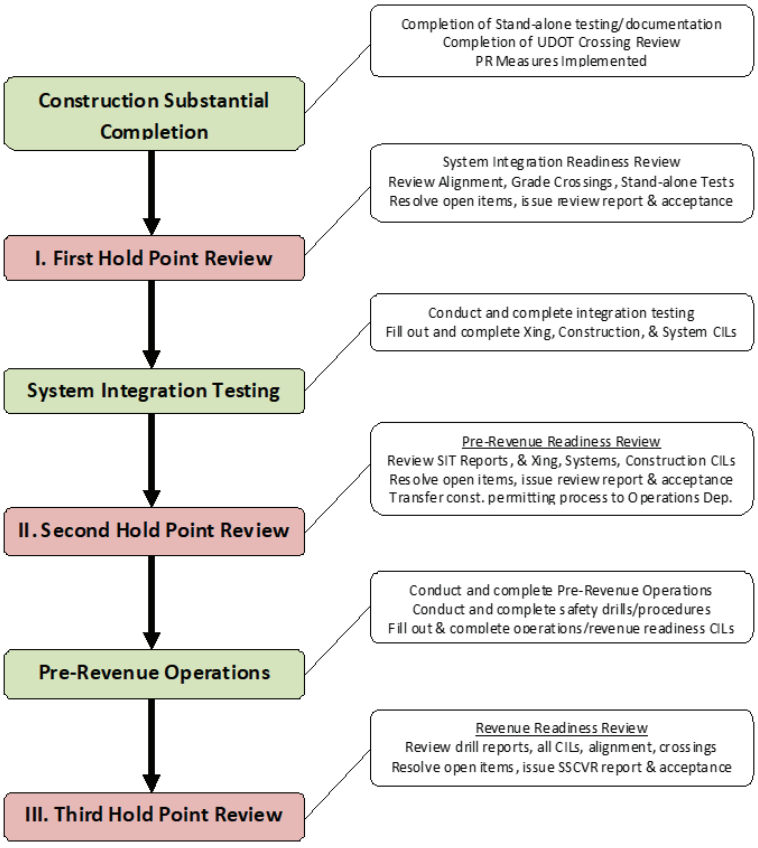
a. System integration/testing (SIT) Hold Point 1
b. Pre-revenue operations (PRO) Hold Point 2
c. Revenue operations (RO) Hold Point 3

A comprehensive review of all conditions will be conducted during the hold point period to eliminate or resolve all potential safety issues. Each of the three commissioning phases of a project presents a new set of operating conditions which can introduce safety concerns and/or hazards unforeseen during the design and construction process. The rail systems activation specialist is responsible for conducting all hold point reviews. He/she will coordinate the overall safety review effort, including the issuance and distribution of each report, indicating approval, by signature, to move to the next phase of commissioning.

During the activation hold point process, a report will be generated for each of the three hold points. Generally, each report will consist of the following detail:

a. Participants - those who are required to participate in the safety review.
b. Zones/reaches/areas which are reviewed.
c. List and verification of items or activities (CILs, testing) required and successfully completed.
d. Findings as a result of the review of the area, which require corrective action or approved workarounds.

Each report will be signed by the RAC members, and then by the approval authority, typically the Safety and Security Director before moving to the next phase of commissioning. Samples of the Hold Point approval documents are provided in B-4:.



The Mgr Qual and Const oversight prepares the final project safety and security certificate verification reports (SSCVR), with an exception/restriction resolution schedule and acceptable workarounds. The reports also

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summarize the project readiness for revenue service by issuing certificates of compliance for each certifiable element, to the SSRC for review and acceptance. At the final hold point, the SSCVR is then submitted to the UTA ED and GM for formal approval by UTA's executive management. UTA will also make available the SSCVR testing and certification documentation for UDOT review and comment at least 120 hours (five days) prior to revenue service.

The SSCVR must include:

- Completed certificates of conformance or certificates of completion
    - Signed by all required stakeholders
    - Include an overall project certificate
    - Include individual certificates for each safety-certifiable element, such as, but not limited to, track, tunnels and structures, signaling systems, power systems, rail vehicles, facilities, stations, grade crossings, documents and plans, staffing and training
- Completed certifiable items lists with references to verification completed
- Include a list of all safety-certifiable elements that have not yet been completed, along with a description of mitigations and/or plans to complete each unfinished item

UDOT will respond with its comments no later than 48 hours (two days) before revenue service is expected to begin. If UDOT or a signatory to the SSCVR identifies open items that have not been mitigated, or testing/certification that has not been completed, revenue service cannot occur until those items have an implemented mitigation or are completed.

The ED will issue the project's final safety and security certification verification statement to the appropriate oversight agencies, authorizing UTA to commence passenger service pursuant to UTA's TASP.

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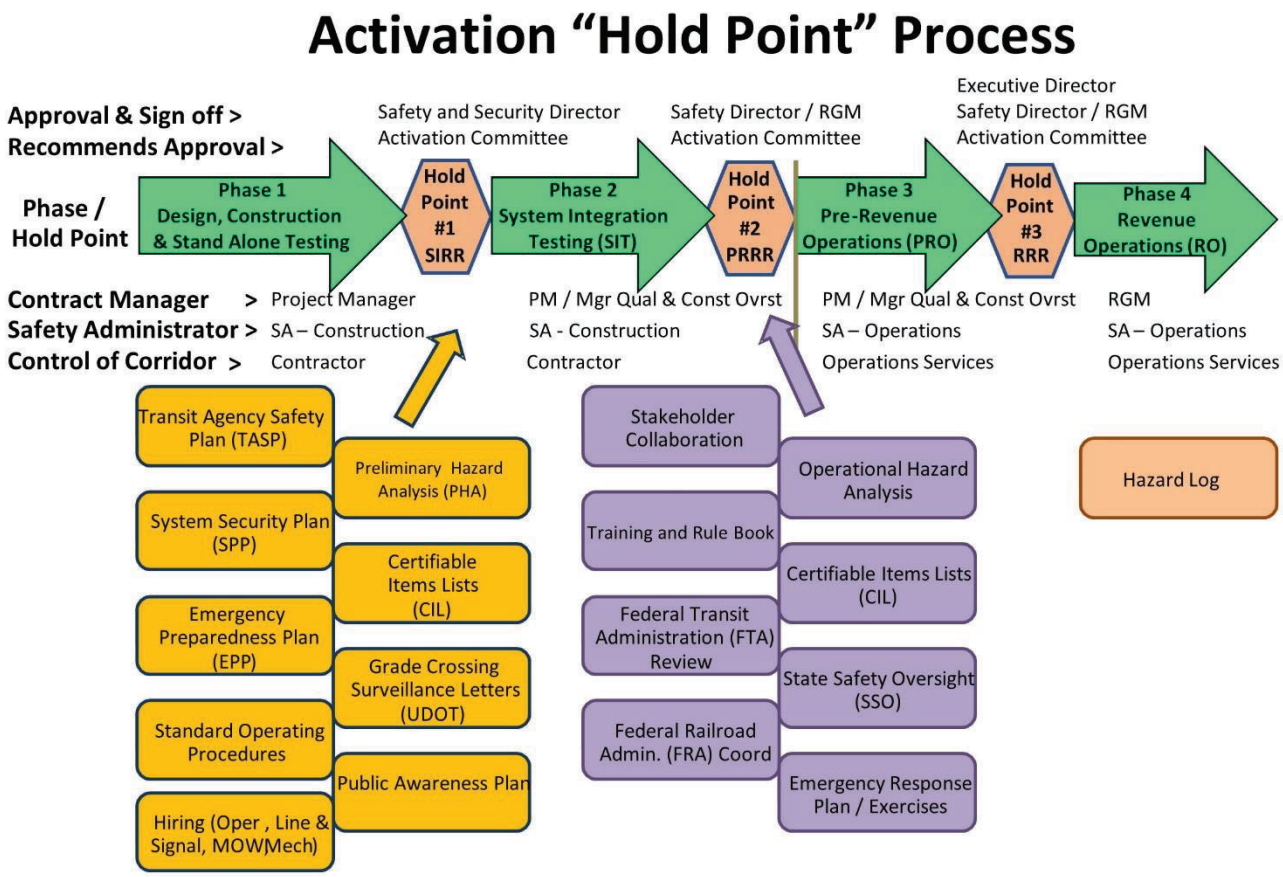

3.6.4 Quality Assurance

Large projects at UTA have a quality assurance/quality control (QA/QC) function built into the design and construction of the project. Specific personnel are responsible for QA/QC activities. In general, QA/QC activities in large projects follow standard industry practice and are subject to review by the FTA and others. Quality control during construction projects is a requirement of the contractor and submitted in the Quality Management Plan (QMP) and approved by UTA prior to initiation of construction. UTA retains qualified inspectors and testing firms to provide Quality Assurance by document submittal reviews and periodic testing of materials throughout the project. On large federally funded projects, UTA and construction personnel will visit the manufacturing sites of rail & bus products to ensure quality prior to these products being shipped to the site.

The Supply Chain Department handles quality assurance for day-to-day procurement, inventory and warehouse activities. Received goods are compared to items ordered, lot numbering or other certifications as required on safety critical items. Where applicable, receiving personnel assure that lot number documentation is provided before materials are received or accepted. Periodically, purchasing personnel or Safety Administrators will randomly sample hardware, slings, lifting devices, and other devices for compliance with specifications. Items will also be periodically functionally tested to assure they meet standards.

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3.7 RULES COMPLIANCE

3.7.1 TRAX RULES COMPLIANCE

3.7.1.1 Documents and Publications

3.7.1.1.1 TRAX Rule Book and Standard Operating Procedures (SOPs)

The TRAX Rule Book and Standard Operating Procedures (SOPs) describe policies, rules, and practices regarding the TRAX light rail system. The TRAX Rule Book and SOPs are maintained by Rail Service Operations. The TRAX Rule Book is reviewed annually, and SOPs are reviewed as needed, with a deep review to be held every three years by the Light Rail Services Policy and Procedure Review Forum (PPRF) and approved by the Regional General Manager (RGM). Changes, additions, or revisions that have been reviewed and approved by the PPRF and the Light Rail General Manager are circulated to all employees, requiring each to provide their signature (either holographical when a paper version is distributed or digitally after completing a Computer Based Training (CBT) module reviewing a change) confirming they have read and understand the TRAX Rule and SOPs. Train operators and employees working in the right-of-way are required to carry a current rule book.

3.7.1.1.2 TRAX Daily Operating Clearance:

TRAX issues a Daily Operating Clearance (DOC) that lists and describes advisories, bulletins, work permits and general comments. A Rule and SOP of the day are included on the Clearance. Yard and tail track movements are issued on a separate form. Employees are required to sign a daily log sheet confirming that they have read and received the daily operating clearance and yard and tail track movements for that date. UTA complies with all FRA rules, regulations and programs with exceptions as described in the joint use waiver.

3.7.1.2 Rule Compliance Checks

3.7.1.2.1 Operations: Operational Rule Compliance Testing

Observation tests are conducted by operations field supervisors as a part of their daily supervisory role to determine if an employee is compliant with rules, procedures, and regulations. Supervisors will conduct observed (the supervisor is in plain view of operators) and unobserved (a supervisor is making observations from a position that is not known or cannot be seen by operators) to ensure overall compliance. Each field supervisor is required to perform at least three observation tests every week during their field shifts at random times on random days based on train operations. All observation tests will be documented on the Operational Testing Form or by entering their observations into the Rules Observation Program (ROP). All paper records of operational tests are retained for three calendar years from the day of the test. Digital storage of entries into the ROP will be retained for three years from date of entry.

Operations training supervisors conduct biannual efficiency checks of all train operators to determine an employee's ability to comply with rules, regulations, and procedures. The efficiency check results are recorded by the operations supervisor and retained in the operator's training record folder. All operator training records are maintained by the operation training supervisor.

Operation field supervisors/controllers are evaluated for rules compliance by undergoing periodic controller and system evaluations conducted by the operations supervisor trainer. Applicable evaluation forms are completed by the operations supervisor trainer and signed by the evaluated supervisor. Completed and signed evaluation

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forms are filed in the evaluated supervisor's training record folder. All supervisor training records are maintained by the operations supervisor trainer.

3.7.1.2.2 Maintenance of Way

Maintenance employees are randomly checked for compliance with rules set forth by the FRA. Twice a year, maintenance of way supervisors conducts random audits of employees working in rail transit rights-of-way for compliance with roadway worker regulations. As part of conducting rules compliance audits, supervisors fill out a corresponding form containing a rules compliance checklist for each employee. Rules compliance checks, passing and non- passing findings are tracked in a log maintained by the maintenance department.

3.7.1.2.3 LRV Maintenance

LRV Maintenance supervisor and leads conduct daily, weekly and monthly rules checks during their shift. These rules checks are documented on the LR vehicle maintenance pass down. Various items checked are employee adherence to using Blue Flag, Lockout Tag-Out, placement of chains (including forklifts), and crane inspections. This process is followed for all LRV running maintenance at each light rail shop. There is a QA/QC Supervisor that audits the weekly checks and reports the findings to the assistant managers for follow up and corrective action. This information is stored on the vehicle maintenance SharePoint page under QA/QC.

3.7.1.3 Reports and Data Analysis

Results of the operational tests are compiled on a rolling quarterly basis and reviewed by the Manager of Rail Operations or other designated person(s) and forwarded to the Safety Administrator every calendar quarter. A written form of the discussion and review will be provided to the Safety Department within 30 days after the end of the quarter. Additional information regarding operational tests is available to the Safety Administrator as needed on request.

3.7.1.4 Enforcement

3.7.1.4.1 Violations

Rule violations are addressed through the corporate positive people management process (PPM) which includes coaching, retraining, and formal discipline (performance agreement and termination) that may result in termination. See UTA Corporate Policy 6.3.1. Rail Operations maintains a log for all stop indications and wrong route violations and may further investigate any rules violation that is reported, or that may be part of an accident or incident. Additionally, all accidents and incidents are reviewed by supervisors and the Safety Administrator to determine if rules have been violated, or if revisions, changes, or additions are necessary.

3.7.1.4.2 Hazard Management

The Safety Administrator may incorporate violation trends or deficiencies for any rule or procedure into the hazard management program for resolution. Hazards unresolved by the Rail Safety Committee (RSC) are directed to the SSRC committee for further tracking, review, resolution, and or correction.

Non-compliant audit findings determined to be hazardous are documented in the safety department hazard log. A date of observation, description of the hazardous condition, corrective action required, and implementation date are tracked until the hazardous condition is corrected. See the Hazard Management Program portion of the TASP for further information.

The Safety Administrator conducts ongoing and regular observations, reviews, and audits to determine the effectiveness of the rule compliance program.

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Rail Service and the Rail Safety Committee review rules and procedures regularly to determine if changes, revisions, or additions are necessary.

3.7.2 FrontRunner Rules Compliance

3.7.2.1 Documents and Publications

3.7.2.1.1 General Code of Operating Rules (GCOR)

FrontRunner uses the GCOR as their primary rule book for both operations and maintenance. The GCOR is updated frequently through biannual national committee meetings and published every five years. UTA has a representative at these meetings.

3.7.2.1.2 System Special Instructions (SSI) and General Orders

FrontRunner publishes a set of system special instructions (SSI) annually which are rules and instructions that are specific to operations. These changes include GCOR rule revisions, safety rules, signals, yard procedures, etc. Between publications of the SSI, a general order may be issued to add or revise a rule if needed. All operations employees must read, sign for, and carry all issued general orders until such time as they can be incorporated in the next version of the SSI.

3.7.2.1.3 FrontRunner Timetable

Operations employees must remain aware of and familiar with the FrontRunner timetable. The timetable contains information such as speed restrictions, station locations, switch speeds, siding locations, and other specific information that pertain to FrontRunner track.

3.7.2.2 Rule Compliance Checks

3.7.2.2.1 Operations: Efficiency Testing

To enforce rule compliance all FrontRunner operators and controllers are subject to efficiency testing. Efficiency testing is regulated by a designated testing officer and carried out by a select group of efficiency testing supervisors. Each efficiency testing supervisor is tasked to complete a minimum of four efficiency tests per quarter. At the end of the quarter the designated efficiency testing officer compiles a report summarizing the results for the quarter. The report is then kept on file for review by the FRA.

All operations employees must attend yearly “rules classes.” These classes cover all rule changes, additions, deletions, and revisions. Employees must pass a test given at the end of the class by a score of at least 90 percent.

3.7.2.3 Enforcement

3.7.2.3.1 Violations

Rule violations are addressed through the corporate positive people management process (PPM) which includes coaching, retraining, and formal discipline (written notification and performance agreement) which may result in termination. See UTA Corporate Policy 6.3.1. De-certifiable violations are recorded in the personnel file. All accidents and incidents are reviewed by the Controller Standards Group and the Safety Administrator to determine if rules have been violated, or if revisions, changes, or additions are necessary. Additionally, all major

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accidents are reviewed at an Accident Evaluation Group. Frontrunner also enforces the following 49 CFR regulations: 49 CFR Part 240.129 – Criteria for monitoring operational performance of certified engineers.

49 CFR Part 240.117 – Criteria for consideration of operating rules compliance data.

49 CFR Part 217.9 – Program of operational tests and inspections: recordkeeping.

3.7.2.3.2 Hazard Management

The Safety Administrator may incorporate violation trends or deficiencies for any rule or procedure into the hazard management program for resolution. Hazards unresolved by the Rail Safety Committee (RSC) are directed to the SSRC committee for further tracking, review, resolution, and or correction.

Non-compliant audit findings determined to be hazardous are documented in the hazard log. A date of observation, description of the hazardous condition, corrective action required, and implementation date are tracked until the hazardous condition is corrected. See the Hazard Management Program portion of the TASP for further information.

The Safety Administrator conducts ongoing and regular observations, reviews, and audits to determine the effectiveness of the rule compliance program.

Rail Service and the Rail Safety Committee review rules and procedures regularly to determine if changes, revisions, or additions are necessary.

3.7.3 BUS RULES COMPLIANCE

3.7.3.1 Documents and Publications

3.7.3.1.1 Bus Operations Employee Handbook and Standard Operating Procedures (SOPs)

In the Bus System, the Bus Operations Employee Handbook and Standard Operating Procedures (SOPs) describe its policies, rules, and practices regarding the Bus system. The Employee Handbook and SOPs are maintained by Bus Operations, reviewed annually, and approved by the Bus Regional General Managers (BGM). Changes, additions, or revisions are circulated to all employees affected by them.

3.7.3.1.2 Detours, Bulletins, Notices and Memos

Route detours are issued daily to all bus operators checking out their work for the day. As needed; bulletins, notices and memos addressing system issues, temporary changes in the operating system and changes in work duties are issued as needed. Not all changes affect all operators therefore bulletins, notices and memos issued do not require a signature from all operators. Employees are required to sign for critical information confirming that they have received, read, and understand the written instructions. UTA complies with all local, state, and federal requirements including but not limited to DOT, UOSH, FTA rules, regulations, and programs.

3.7.3.2 Rule Compliance Checks

3.7.3.2.1 Operations: Operational Rule Compliance

Operational field supervisors are tasked with performing rules compliance checks and observations. Observations are conducted by operations field supervisors as a part of their daily supervisory role to determine if an employee is compliant with rules, procedures, and regulations. There is no set frequency or required number of field observations that must be completed by Operational field supervisors on a daily basis. However,

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Supervisors spend time each day in the system observing and performing compliance rules observations, accident investigation, responding to operational needs as they encounter them, etc.

When an operational field supervisor observes a rules violation the field supervisor will address the issue with the Bus Operator immediately and complete an Observation Report (OR). The completed Operational Report form is then forwarded to the employee's immediate supervisor to address and follow-up with the compliance issue.

Operational Supervisors issue an Operator Evaluation Report monthly to each of their team members. The Operator Evaluation Report addresses the following:

a. Attendance
b. Miss-outs
c. Accidents (Both chargeable and non-chargeable)
d. Complaints
e. Commendations

3.7.4 Safety Rules Compliance Checks and Verification

The Safety Department ensures Operations and Maintenance departments are in compliance with the rules and SOPs within their individual departments through the use of rules checks and verification audits. Findings from these checks are then forwarded to management for review and corrective action.

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3.8 Facilities, Structures and Equipment Inspections

UTA's bus and rail facilities and equipment will be inspected on a regular basis according to company policies and SOPs, equipment manufacturer's guidelines and recommendations, and as required by local, state, and federal regulations.

Rail Facilities Maintenance employees utilize a “Facilities Maintenance Plan”. Assignments are made to individual maintenance employees to ensure the purpose and scope of the plan is fulfilled.

3.8.1 Facilities and Equipment to Be Inspected

Operating facilities and equipment routinely inspected and tested by employees, supervisors, management, and safety and environmental personnel include the following:

a. Bus and rail maintenance/support shops/administrative offices, and equipment within the shops
b. Fire system equipment
c. Safety eyewash and shower systems
d. Floor and portable hoist systems and cranes
e. Heating, air conditioning, lighting, and ventilation systems
f. Hydraulic presses, grinders, welders, wheel-truing equipment, lathes, etc.
g. Hazardous materials handling and storage, etc.
h. Locomotives, cab-cars, passenger cars, light rail vehicles, and buses
i. Support equipment (i.e. rolling stock) including high-rail vehicles, track maintenance vehicles, bucket trucks, loaders, forklifts, aerial lifts, etc.
j. Infrastructure including rail station platforms, track, switches, OCS, bridges, grade-crossing equipment, etc.

3.8.2 Techniques, Schedules, and Procedures

Preventative maintenance inspection schedules are generated through the computer system per equipment manufacturer's guidelines and recommendations, and as required by local, state, and federal regulations. A maintenance supervisor identifies upcoming PM inspections and assigns the work out to their crew for completion. Inspectors use checklists (see 0) to identify potential physical hazards, unsafe equipment, unsafe acts, and policy and procedural deficiencies with the facility or equipment being inspected. Completed inspection reports and checklists are returned to the supervisor for review. Each department is responsible for maintaining inspection and repair records to confirm the inspection process.

3.8.2.1 M.O.W. (Line, Signal and Rail Maintenance) Standards and procedures

Line and Signal uses a maintenance of way plan “MOW Procedures” that outlines specific testing and maintenance procedures in accordance with FRA regulations. These are in accordance 49 CFR parts 233 - 236.

Right of way rail maintenance uses a maintenance plan “rail maintenance standards” to maintain the track in accordance with FRA regulations 49 CFR part 213. The standard outlines all aspects of proper maintenance and inspections regarding track.

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3.8.3 Tracking and Resolving Hazards Identified During Inspections

Most safety hazards and concerns are resolved immediately by employees, and supervisors, and require no formal tracking process. Safety-critical hazards that cannot receive immediate attention are forwarded to the appropriate supervision and will be reported to the Safety Administrator or safety committee. An observed safety critical hazard that cannot be corrected in a timely manner will be entered into the safety department hazard log for tracking purposes and managed by the SSRC committee. A corrective action plan, responsible person, and completion date will be assigned. Follow-up inspections will verify that the hazard has been resolved.

3.8.4 Railroad Bridge Safety Management and Inspection Program

The railroad Bridge Safety Management Program (BSMP) has been developed and implemented by UTA to minimize damages and identify and repair deficiencies in bridges carrying UTA traffic, to safeguard their ability to carry UTA traffic, and to minimize risk of human casualties.

Capital Projects Department personnel have the responsibility to manage and inspect all rail bridges in accordance with 49 CFR Part 237, Bridge Safety Standard. Rail Bridge Engineers will assure that each structure is scheduled, inspected and any repairs or upgrades need to take place. Prior to all inspections, personnel will obtain a Rail Access Permit (FrontRunner or TRAX). Personnel will be current in training for Roadway Worker Protection and fully implement all necessary safety procedures during the performance of bridge inspections. Safety Department personnel have the responsibility to verify on a periodic basis (two inspections per year) the safe performance of bridge inspection program.

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3.9 Maintenance Audits and Inspection Program

3.9.1 Equipment or Facilities Maintenance Audits and/ Inspections

It has been a long-established UTA policy and goal of the organization to prevent untimely and costly equipment failures. To this end, UTA has established inspection and preventative maintenance procedures for its track, switches and structures, overhead catenary system, signal system, vehicles with their associated mechanical and electrical components, and support equipment. Plans and guides are provided by Original Equipment Manufacturer (OEM) recommendations, Fleet Management Plans, Facility Maintenance Plan and System Operations and Maintenance Plans.

During preventative maintenance processes, hazards observed that are a safety issue which needs further evaluation should be presented to the Safety Committee and the issue or hazard placed on the Local Hazard log. If the hazard is considered high or serious it will be placed on the UTA Corporate Safety Hazard Log. Hazards not resolved within 180 days are elevated to the corporate Safety and Security Review Committee (SSRC).

Revenue vehicles have daily, monthly (or by miles), and annual inspections. Preventative maintenance work orders (PMs) assure these failures do not occur. TRAX, bus and FrontRunner commuter rail personnel work very closely with vehicle and equipment manufacturers and vendors to assure optimal operation. Applicable Federal Railroad Administration (FRA) maintenance requirements and UDOT state motor vehicle requirements are implemented into daily, weekly, monthly, and annual inspections for efficient and safe operation. For example, the LRV maintenance mechanics inspect light rail vehicles. Diesel locomotive maintenance mechanics maintain the FrontRunner equipment and bus maintenance mechanics maintain UTA's fleet of buses. They make sure all of the engines, transmissions, lights, warning devices, brakes, and other safety systems are working properly before putting the vehicles into service. These same vehicles are subject to preventative maintenance (PMs), where maintenance personnel inspect fluid levels, hose and line condition, brake condition, safety equipment, and other vehicle systems to assure that these items function properly. PMs may also call for the periodic change-out of various components in order to prevent failures. All applicable FRA maintenance equipment is inspected and repaired according to applicable CFR sections.

Facility maintenance personnel perform maintenance not only on facility equipment such as heating and air conditioning, elevators or escalators, but they also are responsible for the maintenance of large equipment components used to maintain trains such as the wheel truing machine, cranes, hydraulic or electric lifts, etc. that are critical to maintaining the various transportation modes.

Defects identified during inspections may be repaired immediately, if the situation allows it. For those items that cannot receive immediate attention as required by regulation a record should be made. Items on this list should be forwarded to the appropriate line authority level of supervision and/or may be reported to the appropriate safety committee. In either case, those inspecting the same area or equipment in the next cycle should maintain the list for follow-up. Notice of defects should result in a work order being generated for each item. This will allow the work order system to track the defect until it is resolved.

3.9.2 Auditors of Maintenance and Operations Activities

Managers and or Supervisors verify that maintenance procedures are performed. Triennially, UTA conducts internal audits to verify that this process is taking place. Additionally, UDOT (SSO) accompanies internal auditors

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to assure that the internal audit process is occurring. This preserves the independent nature of the audit process since other organizational units are primarily involved with implementation of the audit items. Managers and supervisors of the areas being audited are invited to attend the audit; however, they do not conduct the internal audit. Other organizational units are required to cooperate with the rail supervisor or other designee in the conducting of internal audits.

3.9.3 Audit Report—Tracking and Resolving Internal Audit Findings

The internal auditor will schedule and conduct internal audits. UDOT is invited (with 30-day notice) to participate in the audit functions. Upon completion, the internal auditor submits an internal audit report to the business unit general manager for review. The report will include findings, conclusions, and recommendations. A summary of all internal audits performed during the year will be included in UTA's annual report to UDOT. Reports to UDOT will include corrective action plans for hazards identified. Audit activities are reported monthly to UDOT in their monthly meetings with UTA.

3.9.4 Follow-Up /Action Plans

Departments and other organizational units are responsible for implementing their respective approved recommendations and corrective action plans within established time frames. Future audits will determine compliance with this requirement.

3.9.5 Resolving Problems and Disagreements

Disagreements with audit findings may be challenged by the department supervisor or manager to the internal auditor or audit group. A review of the requirements and findings/non-conformances written up will be made. A written reply will be made within 30 days. If a disagreement remains, the issue will be elevated to the GMSSC meeting. A full review of the findings and disagreements will be presented at that time. The GMSSC members will decide an equitable resolution.

3.9.6 Use of a Written Checklist

Written checklists are the preferred tool of conducting an audit. Written checklists of internal audit requirements will be used when conducting all internal audits and or evaluations. The auditor will make every effort to make certain that the department manager has received a copy of the checklist prior (one week) to the audit. If areas of concern arise that are not written on the checklist, and need to be investigated, the auditor may write the questions and make it a written part of the audit process. When a final report is given to the manager, a written record of questions or issues will be given to the department manager. Written checklists aid the department manager in knowing the expectations of regulations and the auditor prior to the audit experience.

3.9.7 Tracking and Resolving Hazards or Concerns

Defects identified during inspections may be repaired immediately, if the situation allows it, by on-site employees and supervisors. Safety critical hazards that cannot receive immediate attention will be noted on the inspection checklist (see A-5:). Items on this list are forwarded to the appropriate line authority level of supervision and/or may be reported to the appropriate safety committee. In either case, those inspecting the

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same area or equipment in the next cycle should maintain the list for follow-up. Notice of defects should result in a work order being written for each item. This will allow the work order system to track the defect until it is resolved. An observed safety critical hazard that cannot be corrected in a timely manner will be entered into the safety department hazard log and managed by the SSRC committee. A corrective action plan (CAP), responsible person, and date will be assigned, and follow-up inspections will verify that the hazard has been resolved.

The majority of safety hazards and concerns are resolved immediately by employees and supervisors, and require no formal tracking process, other than the inspection checklist to show issues have been resolved. Some hazards or concerns that are not resolved in a reasonable manner or that involve other departments or require management review, are reported to the Rail Safety Committee (RSC) and Bus Safety Committee (BSC). If the matter is not resolved at this level, that it is referred to the Safety and Security Management Review Committee (SSRC). Please see the pertinent sections of the TASP describing RSC, SSRC, and hazard management processes.

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3.10 Drug and Alcohol Program and Medical Monitoring

3.10.1 Drug and Alcohol Program

UTA is governed by the Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and US DOT Drug and Alcohol standards found in 49 CFR Parts 40, 219, and 655. It is also governed by 49 CFR Part 29, the Drug Free Workplace Act. In response to these requirements, UTA has established a drug and alcohol policy including an addendum for FrontRunner rail services. This UTA Corporate Policy (UTA.01.05 Drug & Alcohol Policy) meets all the above standards and is administered by UTA's designated employer representative (Department of Human Resources). The FTA and FRA regularly audit this policy and its effectiveness. The UTA drug and alcohol corporate policy and addendum for FrontRunner rail services are available to all UTA employees on the UTA intranet, under corporate policies.

3.10.2 Medical Monitoring

Applying appropriate medical standards for safety-critical positions extends beyond a qualifying pre-employment examination. UTA has established ongoing standards for employees who perform safety-critical functions. Medical monitoring of employees whose conditions or physical and emotional health may not be acceptable to operate transit vehicles includes bus, special services, and light rail operators, as well as commuter rail locomotive operators. Biannual physical examinations are required for each of these employees. Annual physicals are conducted on employees whose results fall outside the established DOT requirements. Standard DOT physicals are performed with emphasis on vision, hearing, weight, drug screening, diabetes, blood pressure vitals, sleep apnea and a physical exam by a physician. Employee's emotional health is evaluated using the employee assistance program provider. This program allows for 24 hours-a-day, 7 days-a-week availability for employee evaluations or counseling. Evaluations include alcohol/drug abuse, marital matters, personal problems, mental health, financial issues, legal difficulties, and stress/anxiety matters.

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3.11 PROCUREMENT

3.11.1 MEASURES AND CONTROLS FOR THE PROCUREMENT PROCESS

The Supply Chain Department facilitates and oversees all procurement activities at UTA. Supply Chain resides within the Finance Department which operates under the direction of the Chief Financial Officer, who also acts as the Chief Procurement Officer. Procurement and Contracts Specialists facilitate procurement for large projects or contracts. All other buying is accomplished by and through the Inventory Buyers and Contract Buyers. Supply Chain also manages parts and warehousing. UTA Internal Auditing reviews purchasing procedures and practices and makes reports directly to the UTA Board of Trustees.

Employees who enter in a request for goods or services using the requisition self-service portal in JD Edwards are responsible for identifying materials or services that are safety-critical in the Justification section of the request. Safety-critical items include any equipment, service, or operation with a potential for major injury or damage to UTA equipment, passengers or employees. Requestors are responsible to include any supporting documentation to show that the requested materials or services meet Federal and State safety requirements, regulations, and standards in the Justification section of the requisition form. The requestor may enlist the help of the Safety Department to review these services or contracts for compliance with these regulations and standards prior to submitting the request. All purchasing requisitions are reviewed and approved at the department level by the requestor's direct supervisor. The safety department reviews and approves any requests for safety-critical items.

To ensure the acceptable products or services are delivered when orders are placed, vendors are provided with the specifications and required standards as supplied by the requestor in the requisition form. Prior to a contract being released, the contractor must agree to the contract language which requires personnel coming onto UTA property to follow all local, state, and federal safety and environmental laws.

All requests for the purchases of new hazardous chemical products must be recorded into a database, SafeTec, which includes a download of the chemicals safety data sheet (SDS) supplied from the vendor. Once in the database, safety and environmental administrators review the health, exposure, and other hazards for the product, and determine if the product is approved for purchase or rejected, or if safeguards should be implemented.

3.11.2 INSPECTION AND CONTROL OF MATERIALS

The Supply Chain Department handles quality assurance for day-to-day procurement activities. All materials received by UTA are inspected at the time of delivery. Receiving procedures requires inspection of received goods to assure that UTA is getting the items ordered and in the condition desired. Unauthorized hazardous chemicals or defective items are returned to the vendors and not accepted by UTA. Items and equipment received that have significant value and meet the definition of major capital assets defined in the corporate asset tracking policy are tracked in the Capital Asset Accounting System.

To further control safety, all specifications for parts and shop supplies are detailed on each part number in the item master file. Specifications include size, description, safety requirements, install instructions, warranty

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information, supplier requirements, and reorder guidelines. The information can be viewed by all maintenance and purchasing personnel but editing access to the field is tightly restricted to the Inventory Control Analysts and the Senior Supply Chain Manager to avoid accidental removal of data and/or specifications. Each time an item in inventory reaches calculated minimum reorder points, an automated requisition is generated by the inventory system. That form prints with all the information and instructions detailed above.

Periodically, Supply Chain personnel or safety administrators will randomly sample hardware, slings, lifting devices, etc. for compliance with specifications. Periodically items will be functionally tested to assure they meet standards.

The UTA Tools Management Program is used to maintain the inventory of UTA owned tools and certain personal mechanics tools if the tools require periodic calibration or verification. Tools are calibrated according to the manufacturers required specifications and a calibration log is maintained in the tool inventory system. Supply chain parts clerks are responsible for tracking and checking out UTA managed tools to mechanics. Any tools found outside of the manufacture’s specifications or damaged tools are sent out for repair or replacement.

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IV PROMOTION

Pillar IV of the Transit Agency Safety Plan is Safety Promotion. This section describes the responsibilities of staff to the safety program, and encouragement of others to follow established policies. It describes the committee structure established to form the means of discussing, solving and if necessary, elevating safety issues and concerns to resolution. Training and certifications to enhance the qualifications and competencies of UTA staff are described, along with the reoccurring activities at UTA designed to promote and remind all employees about safety in the organization.

4.1 TASP Implementation Activities and Responsibilities

4.1.1 TASP Committees and Position Responsibilities

UTA implements the TASP through a series of committees and department positions who have responsibility for specific areas yet work in a coordinated manner to ensure the safety of the authority. As related in section I 3.2, safety is a key responsibility of all managers at UTA. All employees have the right to present safety concerns to their immediate supervisor, manager, or Safety Administrators. Any employee, supervisor, or manager that brings an incident, accident, safety concern, or hazard, in good faith will not be adversely affected, or be subjected to harassment or intimidation. These retaliations are not tolerated by UTA.

4.1.1.1 Safety Communication

UTA Bus, Rail and Maintenance committees communicate information regarding employee hazards and safety risks through displayed department safety boards. Hazard logs created through committees are displayed and available for employees to review. In addition, department dashboards, memos and training may be provided to employees to communicate safety changes or hazard mitigations.

4.1.2 TASP Committees

UTA implements the TASP collaboratively through a series of committees coordinating bus and rail operation and maintenance services. Concerns, if not resolved by the manager or supervisor, will be referred to and addressed by the respective safety committee. The following hierarchy of committees at UTA are established to address all safety issues.

4.1.2.1 General Managers Safety and Security Committee (GMSSC)

The General Managers Safety and Security Committee is UTA's highest level safety committee, chaired by the general manager, ED. The committee is alternately chaired by the Safety and Security Director. The GMSSC is comprised of the UTA corporate staff, which includes the executives, and the rail and business unit general managers.

The GMSSC reviews and approves safety policies, goals, and objectives. It coordinates the support and resources needed to maintain high safety standards for all aspects of service and system safety. The ED through the GMSSC, is the ultimate authority for safety certification, system modification, and configuration management. This authority includes approving each project's safety and security certification statement.

The GMSSC committee meets quarterly to review reports on safety, accident trends, major accidents, urgent or safety critical concerns or hazards, internal and external audit findings, certification recommendations, items referred from the

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SSRC, and other items of concern to the GMSSC for comment, direction, resolution, and execution. Minutes are maintained and disseminated to members of the committee.

4.1.2.2 Safety and Security Review Committee (SSRC)

The Safety and Security Review Committee is a high-level system safety and security review and coordination committee overseeing on-going safety efforts within UTA. The committee is chaired by the Director of Safety & Security (DSS), and alternately chaired by the UTA security manager. The SSRC is comprised of the DSS, security manager and senior managers representing Rail Services (three managers), Bus Services (three), Capital Projects (one) and information technology (one). The committee oversees or takes the following actions:

a. Forwards to GMSSC unresolved safety and security issues and required certifications
b. Approves corrective action plans (CAP) for major accidents and safety critical items
c. Decides unresolved hazards for bus and rail systems
d. Ensures coordination of safety efforts between bus and rail systems
e. Reviews safety and security certifications
f. Approves management of change (MOC) solutions in the configuration management program
g. Sets standards for and reviews results of or approves the following programs:
    a. Hazard Management
    b. Security
    c. TASP updates
    d. Project safety plans and procedures, including the following:
    e. Rules compliance
    f. Emergency management
    g. Service inspection
    h. Training and certification
    i. Hazardous materials
    j. Drugs and alcohol
h. Ensures resolution of regulatory violations and non-compliance issues. (FRA, FTA, UDOT SSO, NTSB, OSHA, TSA, DHS)

Safety issues and actions are referred to the SSRC by design, construction, bus, rail, and fire / life safety committees. The SSRC may review as it selects, hazard analysis reports, risk assessments, corrective action reports, safety analysis, threat and vulnerability analysis, threat mitigations, hazard resolutions, NCRs, certification documentation, and fire/life safety concerns.

4.1.2.3 Management of Change (MOC) Teams

Configuration management within UTA consists of the CCC process during design and construction, and of the management of change (MOC) process during operations. The MOC process is more extensively examined in section III 4 of this TASP.

This process is controlled by the SSRC during operations. As part of this process MOC teams are assigned to resolve and implement corrective action plans (CAPs) to improve the system or correct an identified hazard. CAPs are developed by the respective safety committees (RSC, BSC) and approved by the SSRC. Responsible staff to lead the MOC team are recommended by the safety committee and approved by the SSRC. CAPs costing more than $5,000 require SSRC approval.

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MOC process applies to existing bus and rail services systems, vehicles, facilities, and equipment that may not require formal safety certification, but which may have safety impacts.

4.1.2.4 Bus Safety Committee (BSC)

The bus safety committees coordinate on-going safety efforts within the operations and maintenance services of the bus system. They meet monthly to update and mitigate hazards in their facilities and on their systems. Committees are formed for the Ogden, Salt Lake, Building-8, Timpanogos, and Special Services business units.

The BSC committees are chaired by the regional general manager's delegate, the committees consist of the following:

1. Up to any manager within the unit
2. One operator and one maintenance staff from each facility:
    a. One Admin Representative
    b. One Union Representative
3. The Safety Administrator over Bus, who serves as a technical advisor and Co-Chair to the committee

The BSC chair position may be rotated annually, through the department's represented in the committee, with the new appointment made at the beginning of each year. The union appoints bargaining unit employees to the BSC annually to serve as safety representatives from the ranks of each department.

Committee members are granted an opportunity to speak, and to present safety issues to the BSC committee through an open communication process. Minutes of discussion and action will be maintained and distributed to the members of the BSC and be available to others.

The BSC will maintain a local hazard log listing issues, corrective actions, and close-out dates. The log will include the date entered and the responsible party to correct the action. Most safety issues will be resolved within the parameters of the BSC. Issues not resolved in the BSC, or safety critical hazards, are referred to the SSRC.

BSC actions will include the following:

a. Reviews facility and operations system safety issues identified by members, staff, audits, or inspections
b. Maintains local hazard log for all facility and operational hazards
c. Assigns responsibility for correcting hazards
d. Reviews open items for completion
e. Ensure safety and regulatory rule compliance (FTA, OSHA)
f. Regularly conduct inspections of facilities and operations to verify corrective actions, and to review safety in the system
g. Report hazard log status and system safety review results to the SSRC

4.1.2.5 Joint Labor-Management Safety Committee

The joint labor-management safety committee was established in response to the Bipartisan Infrastructure Law and is responsible for approval of any revisions or updates to the UTA Transit Agency Safety Plan (TASP) prior to approval by the UTA Board of Directors. Any revision to the TASP must be approved by a majority of this committee. This committee meets quarterly and is responsible for:

1. Setting safety performance goals and risk reduction targets

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2. Identifying and recommending risk-based mitigations or strategies to reduce the number and rates of accidents, injuries, and assaults on transit workers
3. Identifying safety deficiencies for purposes of continuous improvement
4. Identifying strategies to minimize the exposure of the public, personnel, and property to hazards and unsafe conditions
5. Identifying mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended.

This committee is comprised of an equal number of frontline bargaining unit employee representatives and management representatives. Bargaining unit representatives are appointed by the union to serve as safety representatives from the frontline ranks of each department at UTA. Management representatives are appointed by the UTA Chief Operations Officer and UTA Safety and Security Director. Individuals serving on this committee should have a working knowledge of safety issues, both in transit generally and specific to UTA.

4.1.2.6 Rail Safety Committee (RSC)

The rail safety committees (RSC) coordinate on-going safety efforts within the operations and maintenance services of the rail system under the direction of the RGM. They meet monthly to update and mitigate hazards in their facilities and on their systems. A committee is formed for TRAX (light rail) and for FrontRunner (commuter rail). The RGM appoints a chairman who may be a senior manager, or alternately chaired by the maintenance facility manager. The committees consist of the Operations manager or their appointed delegate, two representatives (one Union rep, one admin rep) from operations, LRV maintenance, Facility Maintenance, Maintenance of Way and a Safety Administrator, who serves as a technical advisor and Co-Chair to the committee. The corresponding maintenance facilities (Midvale, Jordan River, and Warm Springs rail service centers) are represented respectively on their RSC. The RSC chair position is rotated annually, through operations and the department represented in the committee, with a new appointment made at the beginning of each year. The union appoints bargaining unit employees to the RSC annually to serve as safety representatives from the ranks of each department, voicing safety concerns to the RSC.

Committee members are granted an opportunity to speak, and to present safety issues to the RSC committee through an open communication process. Minutes of discussion and action will be maintained and distributed to the members of the RSC and be available to others.

The RSC will maintain a local hazard log listing issues, corrective actions, and close-out dates. The log will include the date entered and the responsible party to correct the action. Most safety issues will be resolved within the parameters of the RSC. Issues not resolved in the RSC, or safety critical hazards, are referred to the SSRC.

RSC actions are similar to those listed under the BSC above. Additionally, the RSC examines compliance with General Code of Operating Rules (GCOR), (FRA 49 CFR Part 214, 49 CFR 200-399; FTA 49 CFR 673).

4.1.2.7 Construction Safety Committee (CSC)

The Construction Safety Committee coordinates on-going safety efforts between construction contractors, reviews construction safety programs, conducts roadway worker protection training, and reviews claims summaries. The CSC is chaired by a Safety Administrator, and alternately chaired the UTA safety manager. The committee consists of the Capital Projects senior program manager-construction, Safety Administrators, RWP Manager, claims manager, contractor's safety managers, and construction managers. The CSC coordinates closely with the SSWG and participates in the PHA and TVA reviews.

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The purpose and scope of the committee is to prevent accidents, illness, and casualties to UTA employees involved with all aspects of construction, inspection, and maintenance activities.

4.1.2.8 Configuration Control Committee (CCC)

The Configuration Control Committee (CCC) has been established as a management tool to assist in evaluating recommended changes to a particular project and providing final approval for configuration, budget design criteria changes. The CCC's function is to address the need for continuity through the entire life of the project. It is essential that changes to the project be communicated through the proper channels and that all necessary personnel have been notified. More importantly, the function is to monitor, evaluate, recommend, and carry out any changes in the scope of the project through all project stages.

The Capital Development SOP No. 003 has been developed to guide the CCC process and give direction and authority from the Director of Capital Projects to monitor progress of capital projects. This SOP also outlines the composition of the committee.

4.1.2.9 Activation Committee (AC)

The Activation Committee is a working committee of managers that meets regularly, combining safety and security verification process functions into UTA's construction, systems integration, and testing phases of new projects. The AC is made up of an activation manager and one manager from each of the following four supporting disciplines: Safety, (Capital) Civil, Systems and Operations.

UTA has instituted the use of the Activation Committee and the Hold Point process to bring on rail, new bus and facility projects. The membership of the committee may change slightly to best fit the role of the AC. The remainder of this section describes the project activation process.

Each discipline manager will be responsible for ensuring all certified items lists (CILs), procedures, tests, filing of documents, and any other assigned activities for his/her group are completed in accordance with applicable parts of the activation plan. Three of the four discipline managers, identified above, will each be assigned coordination responsibilities for one of the three activation primary functions-safety and security certification, system integration testing, and services. The AC will oversee and approve all activation documents and activities.

The Activation Manager (AM), with help from the AC, will ensure that the project follows the activation process, that all documents are properly completed and filed correctly, and that all necessary safety and security certifications are properly completed and signed before the project enters revenue service.

The AC will meet regularly to develop and finalize details of the AP specific to the project, and then manage activation activities against the plan. They will also discuss progress, issues, and concerns regarding activation activities and requirements. Meeting minutes will be recorded and filed each time the committee meets. An action items list will be included with the minutes and will be updated and discussed each time the committee meets to ensure responsibility and completion of items deemed critical to successful activation. The committee will create, maintain, and adhere to an activation-specific schedule, which will help to ensure completion of activation and start-up activities prior to scheduled revenue service dates.

Following commencement of revenue operations, the AC provides "lessons learned" input to planning and design teams, and for improved processes for the next activation.

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4.1.2.10 Safety and Security Working Group (SSWG)

The Safety and Security Working Group (SSWG) is established by the Project Manager for each project that significantly changes the interaction of employees or patrons with the UTA system. The SSWG examines the design and specifications of safety and security critical systems on the project. The SSWG is chaired by the PM, project director, or a designee. Primary responsibilities of the SSWG are to establish the preliminary hazard analysis, focus on and mitigate hazards on the project, and coordinate the project safety elements through design, construction, and activation. The threat and vulnerability assessment (TVA), if conducted, is also coordinated by the SSWG.

The SSWG begins during the design phase and conducts regular review meetings, separate from ongoing design efforts, to focus specifically on safety issues. The project manager ensures that safety considerations are continually considered during regular design reviews. Design modifications that are recommended to be incorporated into the UTA design criteria are referred to the Capital Projects civil design manager for review at the design and construction meeting (DCM). Modifications are then forwarded to the Configuration Control Committee (CCC) for approval if the modifications are significant enough.

Core members:

a. UTA Construction/Design Safety Admin
b. UTA Security Manager
c. UTA Video Security Admin
d. UTA Mode Safety Admin, if applicable

Members at Large:

a. UTA Project Manager
b. Designer/Architect
c. UTA Transit Police Officer
d. End User to include, as applicable
e. Facility Personnel

Operations

a. MOW
b. Admin Personnel
c. ADA Specialist

The intent of this committee is to review systems from an end-user perspective, looking for hazards that can be 1) engineered out of the system, 2) corrected with SOP, procedures, etc. or 3) addressed with PPE. The SSWG may not change the scope of the project but may make decisions that relate directly to the remediation of specific hazards. To this end, it is best for the SSWG to be included in the scope phase of the project plan.

The SSWG defines the job specific CILS and creates and maintains the PHA. If the SSWG determines that the residual risk of a hazard cannot be reduced below Medium, then the SSWG presents its findings to the SSRC for final risk analysis.

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4.1.2.11 Accident Evaluation Group (AEG)

The AEG is comprised of key UTA staff from various departments that would have a role in the development of a Corrective Action plan resulting in UTA involved accidents. UDOT SSO will also be an invited member to applicable AEG meetings and play an active role in identifying casual or contributing factors.

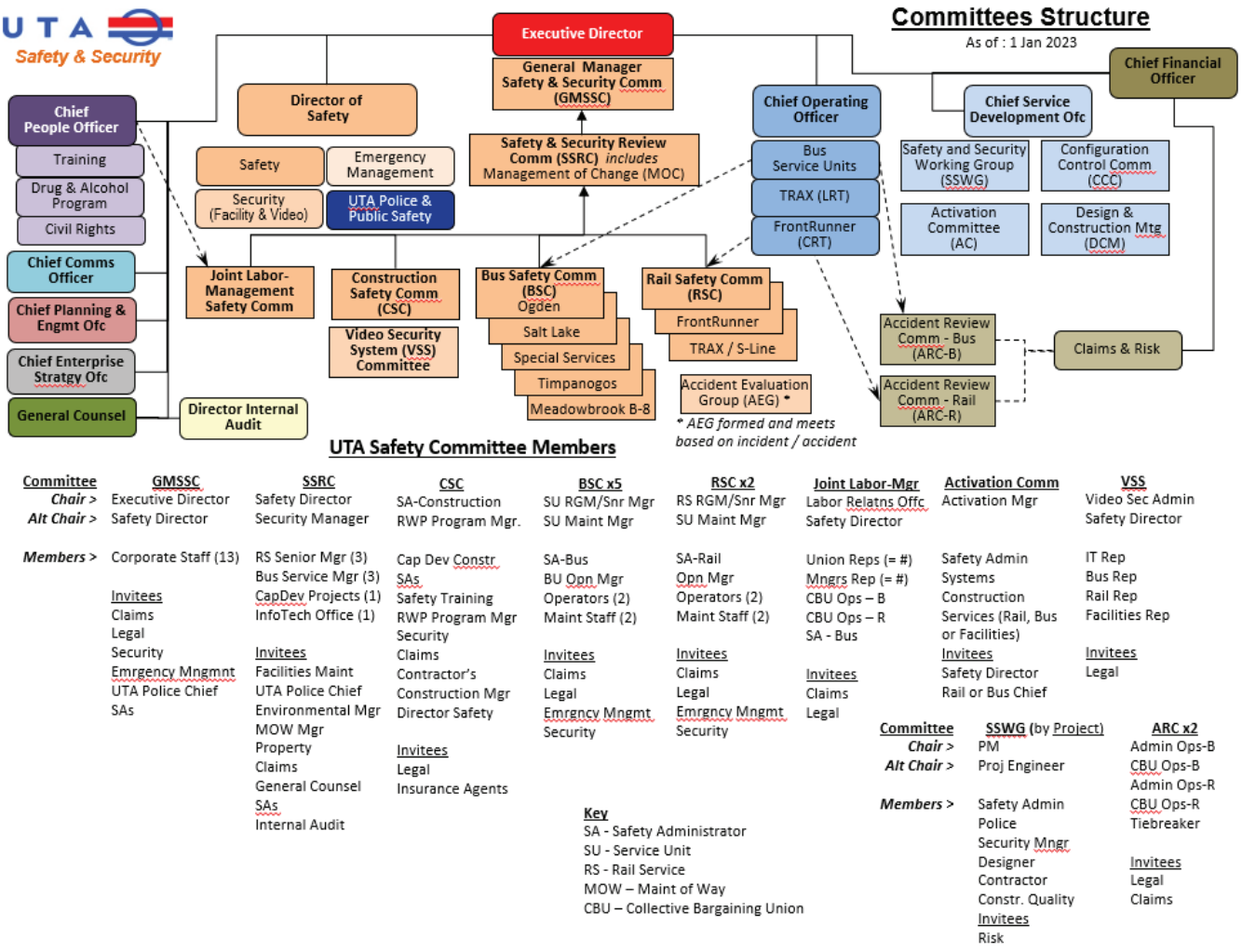
4.1.2.12 Accident Review Committee (ARC)

Accidents involving damage or injury are reviewed by the Accident Review Committee to determine whether it was avoidable or unavoidable. The ARC is coordinated through the claims department, and consists of two members of management, and two bargaining unit employees, who alternate chair the ARC. Each ARC will also have a tie-breaker member appointed, as accepted by management and the union.

Members of the ARC committee review each accident individually, and then render a sealed vote as to whether the accident is avoidable or unavoidable. The sealed votes are counted by the chair with a member of management, and a union representative. Avoidable accidents are charged against the operator or driver, and then classified for damage and injury severity, by UTA's claims unit. Avoidable severity classifications have varying degrees of disciplinary action, up to and including termination. See UTA Business Unit Standard Operating Procedure, No.BU6.8.1.7.

4.1.2.13 System Safety Committee Organizational Process Chart

UTA has formed a number of committees to combine and coordinate the efforts between system safety, rail service, capital projects, and other departments or agencies, to effectively address safety and security concerns. The current diagram of safety related committees is provided below.



4.1.3 Department Position Responsibilities

All employees have the right and responsibility to address safety in their work area, and on the system, and to present safety concerns to their immediate supervisor, manager, or Safety Administrators. The Manager coordinates with safety committees and Safety Department to ensure that hazards are quickly and effectively eliminated. Specific departments and positions within UTA have inherent safety responsibilities. Those departments, illustrated in the UTA Safety Organization chart, and positions are addressed in the following matrix and sections.

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4.1.3.1 System Safety and Related Tasks Matrix:

Safety Tasks	System Safety	Rail Ops.	Rail Veh. Maint	Rail MOW	Cap Dev	Fac. Maint	RSC/BSC	SSRC	GMSSC	UTA Board	HR
Prepare safety policy statements	P	S	S	S	S	S	RC, A	RC, A	A		S
Approve UTA corporate policy statements	S	S	S	S	S	S	S	S	A	A	S
Update TASP	P	RC,S	RC,S	P	RC,S	RC,S	S	RC, S	RC, A		RC,S
Hazard management process	P	S	S	S	S	S	P	P	P		
System modification	P	S	S	S	P	S	S	A			
Safety certification	P	S	S	S	P	S	S	P, RC	A		
Safety data collection and analysis	P	S	S	S	S	S	P	P	RC,A		
Accident/incident investigations	P	P	P	P		P	S	RC, A	RC,A		
Emergency management	P	S	S	S	S	S	S	RC, A	RC.A		
Internal safety audits and reviews	S	S	S	S	S	S	S	RC,A	RC,A		S
Rules compliance	P	P	P	P	P	P	S	RC,A			
Facilities/ equipment inspections	S	S	P	P	S	P	S	S			
Maintenance audits/inspections	S	S	P	P	S	P	S	S			
Training/ certification program-employees and contractors	P	P	P	P	P	P	S	S			
Configuration management/ control	P	S	S	S	P	S	S	RC,A	RC,A		
Local, state, federal requirements	P	P	P	P	P	P	S	S			
Hazardous material programs	P	S	P	P	P	P	S	S			
Drug and alcohol program	S	P	P	P	P	P	S	S			P
Procurement	S	P	P	P	P	P	S	RC,A			
Roadway worker program	P	S	P	P	P	P	S	S			
FRA rules, regulations, safety initiatives, programs	P	P	P	P	P	P	S	S			

P.....Primary Responsibility
S.....Support Responsibility
RC.....Review and Comment
A.....Approval

4.1.3.2 Safety Department

The Safety Department has review responsibility for Design, Construction, Light Rail (TRAX), Commuter Rail (FrontRunner), Bus, and Paratransit safety. Safety Administrators in the department have specific responsibilities within their areas - but are coordinated to assist throughout the organization. The Safety Department also promotes safety within UTA through weekly safety messages, monthly safety posters and involving UTA employees by rewarding good acts of safety and ideas. UTA also promotes safety within the community through ongoing education outreach though Operation Life Saver, community safety fair and trucking association presentations.

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4.1.3.2.1 Director of Safety and Security

UTA Safety Department is led by the Director of Safety and Security who has direct reporting responsibility to the ED. The DSS has been delegated specific responsibilities, by the GMED, for the management of: system safety, occupational safety and health, accident and incident investigation, the continuous hazard management process, the internal safety audit process, oversight of construction safety, safety and security certification, safety data collection and analysis, industrial hygiene, safety training, safety program implementation, regulatory compliance, and monitoring the implementation of the TASP.

The DSS typically meets with the GM weekly, typically during Corporate Staff and Executive Team meetings to provide updates on safety issues, safety priorities and hazard management and the impacts of budget reductions and resource constraints on the performance of safety-related maintenance activities and requirements. The DSS coordinates safety activities will all other executives.

DSS leads the GMSSC and the SSRC meetings, manages the Safety Administrator and coordinates construction safety with Capital Projects Department. DSS serves as the approving authority during the System Safety Certification Program "hold point" process.

The DSS coordinates all activities of the Safety Administrators serving the operational functions of rail and bus.

4.1.3.2.2 Safety Administrator

The Safety Administrators develop and administer system safety within UTA including Transit Systems, Construction, and Instructional Design/Training. These responsibilities include: hazard mitigation and tracking logs, rules observations and compliance, developing, updating and conducting training on OSHA, SMS programs, and roadway worker protection for all contractors and administrative staff, conducts outreach in coordination with Planning and Public Relations, oversees safety curriculum, and maintains required training assignments, certifies safety trainers, oversees record keeping across UTA, completes weekly safety reports, coordinates with safety committees, coordinates FTA, FRA, UDOT SSO, TSA,OSHA activities and audits, conducts safety training programs, conducts and leads Fire Life Safety Committee activities and drills, enters and tracks NTD, and AIRGET accident data, oversees safety on all construction and renovation projects, conduct investigations, and inspections, verifies safety certification through activation phases of capital projects, collects safety data and prepares reports on incidents, accidents, and corrective actions plans.

4.1.3.2.3 Emergency Management Program Manager

The Emergency Management Program Manager (EMPM) has the responsibility for coordinating and implementing UTA’s emergency management activities (planning, training, exercises, response, and recovery), ensuring plans, SOPs, and SOGs are relevant. Additionally, the EMPM recommends and helps coordinate UTA emergency response supplies and equipment, coordinates UTA’s response plans with external agencies, and oversees UTA’s Emergency Preparedness Plan, and Emergency Response Plan’s.

4.1.3.2.4 UTA Chief of Police / Public Safety Manager

The UTA Chief of Police / Public Safety Manager reports to the Chief Operating Officer and is responsible for the day-to-day management of the safety and security of all operations, maintenance, and administration facilities of UTA rail, bus, and paratransit systems.

4.1.3.2.5 Roadway Worker Protection Program Manager

The UTA RWP Program Manager reports to the Director of Safety and Security and is responsible for the day-to-day management of the Roadway Worker Protection Program.

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4.1.3.3 Operations Department

4.1.3.3.1 Chief Operating Officer

The Chief Operating Officer reports directly to the ED and is responsible for the day-to-day management of the safe operation and maintenance of the UTA rail, bus, and paratransit systems. The COO coordinates the General Managers for Rail and Regional General Managers (bus) in accomplishing this mission. The COO collaborates with the Safety and Security Director and all members of the Executive Team to effectively implement this Transit Agency Safety Plan, Safety and Security Certification Program Plan, and Security Program Plans through the development and implementation of required plans, procedures, and processes. The COO also ensures appropriate resources are allocated for the implementation of safety projects and plans.

4.1.3.3.2 Light Rail General Manager

The Light Rail Service General Manager is responsible for guiding the planning, organizing, directing and controlling of all functions and activities of TRAX light rail and streetcar, technical services, and service planning including administration, development, employee relations, safety (with oversight from the Safety Department), budget, compliance, and customer service. Provides guidance in the development and implementation of standard operating procedures, safety regulations (with oversight from the Safety Department), and fee schedules for Light Rail in compliance with federal, state, county and municipal rules and regulations. Oversees long-range planning and development of Light Rail programs and projects. Assists the Chief Operating Officer in developing programs to meet the needs of citizens. Helps provide a culture of employee engagement by ensuring that all labor and employee relations matters, and activities are conducted in a manner consistent with UTA goals and mission.

4.1.3.3.3 Commuter Rail General Manager

The Commuter Rail Service General Manager is responsible for guiding the planning, organizing, directing and controlling all functions and activities of FrontRunner Commuter Rail, technical services, and service planning including administration, development, employee relations, safety (with oversight from the Safety Department), budget, compliance, and customer service, provides oversight and development and implementation of standard operating procedures, safety regulations, and fee schedules for commuter rail in compliance with federal, state, county and municipal rules and regulations. The Commuter Rail Service GM oversees long-range planning and development of Commuter Rail programs and projects and assists the Chief Operating Officer in developing programs to meet the needs of citizens. Additionally, the Commuter Rail Service GM helps provide a culture of employee engagement by ensuring that all labor and employee relations matters, and activities are conducted in a manner consistent with UTA goals and mission,

4.1.3.3.4 Director of Maintenance Support

The Director of Maintenance Support is responsible for all rail maintenance facilities and all rail corridor and system infrastructure (Maintenance of Way). The director ensures compliance with roadway worker protection training, training for all equipment workers within facilities.

The Director coordinates with safety committees and Safety Department to ensure that hazards are quickly and effectively eliminated.

4.1.3.3.5 Regional / Service General Managers (Bus/Special)

The Regional General Managers report to the COO and have the day-to-day responsibility for the safe operation, and hazard processes of the bus and paratransit systems and maintenance facilities. The RGMs ensure compliance with driver and maintenance operations and safety training.

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4.1.3.3.6 Chief Financial Officer

The Chief Financial Officer reports directly to the ED and has the responsibility for the offices of Accounting, Fares, Supply Chain, and Claims. Has responsibility for ensuring that only approved chemical and hazardous materials are procured, the requesting departments have coordinated safety and environmental requirements of contracts prior to advertisement.

4.1.3.3.7 Director of Capital Projects

The Director of Capital Projects reports to the Chief Service Development Officer, and has the responsibility for project development and delivery, construction, State of Good Repair projects, environmental, and grant administration. The Director has responsibility for ensuring approved designers and contractors are retained, design criteria, safety programs for construction are in place on all projects, construction and systems integration testing for all new rail, bus and facility projects.

4.1.3.3.8 Senior Program Managers

Senior Program Managers report to the Director of Capital Projects and have responsibility for Project Delivery, Construction and Quality, and Environmental compliance and mitigation. System Safety Certification Program, with "hold points", is the responsibility of the SPM project delivery.

4.1.3.3.9 Information Technology Director

The IT Director reports to the Chief of Enterprise Strategy and is responsible for developing, maintaining and securing UTA's enterprise computer systems and architecture; ensuring appropriate backup and recovery during emergency services; researching and implementing new technology systems to enhance transit services, and electronic fare collection.

4.1.3.3.10 Chief of Planning and Engagement Officer

The Chief Planning and Engagement Officer reports directly to the ED. They oversee the planning department, Community Engagement, Customer Experience, Innovative Mobility Solutions, and Customer Service.

4.1.3.3.11 Director of Planning

The Planning Director reports to the Chief of Planning and Engagement Officer They oversee a staff that is responsible for all the agencies' long range transit planning, strategic business planning, financial planning and funds programming, transit-oriented development planning, as well as project development and system optimization

4.1.3.3.12 Senior Counsel to the Utah Transit Authority

The Senior Counsel reports directly to the ED, and is responsible to review and provide necessary legal advice on safety and environmental issues, managing liability and worker's compensation claims, reviewing new safety and environmental legislation, or regulations which may impact UTA's functions or operations,

4.1.3.3.13 Chief of Enterprise Strategy Officer

The Chief of Enterprise Strategy Officer oversees the Policy & Risk departments, Information Technology, Operations Analysis & Solutions, and Culture & Continuous Improvement.

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4.2 Training and Certification Program

4.2.1 Employee and Contractor Safety

Training and certification are paramount concerns, and as such UTA has developed a number of educational programs. The following employee classifications perform work that requires safety training and or certification:

a. Train operators
b. Operations personnel (hosts, report, etc.)
c. Vehicle maintenance
d. Maintenance of way (infrastructure/systems)
e. Facility maintenance
f. Passenger facilities maintenance
g. Controllers
h. Other personal and contractors that foul or potentially foul UTA's rail right of way

4.2.1.1 Line and Signal Technicians and Rail Maintenance workers

Line and Signal technicians and Rail Maintenance workers are required to complete roadway worker training on an annual basis. Line and Signal Technicians undergo training that is conducted by Union Pacific Railroad. This training consists of 4 two week phases and includes all elements related to signals and crossings and their maintenance, trouble shooting, and repair. In addition to signal training employees may participate in a lineman's correspondence course after completing all phases of the signalmen's school. All equipment training is conducted as on the job training and is provided by the employee's direct supervisor. Rail Maintenance workers participate in two correspondence training courses: "Basic principles of track maintenance and advanced principles of track maintenance". After the completion of these courses a track maintenance worker must complete one year of maintenance work and must obtain approval of management before becoming a track inspector. Track Maintenance Supervisors must complete the same training to be able to inspect track. All equipment training is conducted as on the job training and is provided by the employee's direct supervisor.

4.2.2 Training and Certification for Employees and Contractors

UTA employees and contractor personnel, whether construction or service contractors, are required to follow applicable UTA rules and standard operating procedures (SOP) as well as local, state, and federal safety regulations. Service contractors who perform specific jobs under contract are required to follow specific safety or environmental laws that are or may be affected by their work.

UTA has developed a Construction Safety Program Manual that governs contractor safety specifically for contracted construction workers for UTA. This manual outlines procedures and responsibilities of UTA project managers and contractor personnel who contract with UTA to perform construction work activities. Additionally, the UTA safety goal is to achieve accident-free construction projects.

The UTA Construction Safety Program Manual reflects minimal standards. All general contractors, contractors, and their sub-tiers will be expected to meet or exceed the standards and good safe practices outlined in the manual and their own safety program, whichever is more stringent.

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The UTA grants and contract administrator will review and implement into contract language requirements for the contract employees to meet. These contracts are written and reviewed by UTA's legal counsel as well as the contract administrator to assure that specific safety and environmental requirements for contract employees are met.

4.2.3 Work-Required Training for Employees and Contractors

All UTA employees and contractor personnel that will be working in the TRAX or FrontRunner corridors, who foul or have the potential to foul the tracks (within 10' of centerline of track), must receive the roadway worker protection training prior to beginning their work.

Contractors are responsible to train their employees on OSHA-required training prior to performing UTA projects. Other related training that contract employees and UTA employees will be current on includes the following:

a. Hazard communication
b. Blood-borne pathogen awareness hazardous energy control
c. General safety awareness
d. Work-required training for safety sensitive employees and contractors

Employees and contractors, who are under a legal contract with UTA, are obligated to comply with specific safety and environmental requirements and demonstrate quality of workmanship by observation and records reviews. Employees and or contract employees will meet the training, inspections, testing, and maintenance specifications as outlined in 49 CFR as it relates to commuter rail vehicle maintenance and personnel training. UTA supervisors, managers, and Safety Administrators are authorized to make regular observations of work being performed and will determine whether safety and environmental requirements are being complied with. The quality of materials and construction processes will also be reviewed by designated quality assurance personnel. Training courses given to employees and contractors will require that tests be completed prior to the completion of coursework. These will be the primary methods used to assure that compliance is obtained.

UTA identified tasks related to the inspection, testing, and maintenance required by Part 238.109 that must be performed on each type of equipment that FrontRunner operates.

4.2.4 Employee and Contractor Safety Programs

UTA has a multifaceted employee safety program. This program is developed by the operations performance office in conjunction with the various UTA departments affected by the program. The program is generally described in the UTA TASP, the Construction Safety Manual, and the FrontRunner and TRAX rulebooks. By this program, UTA, its management, staff, and employees are required to follow all applicable local, state, and federal regulations addressing safety. These regulations include the employee right to know provisions. The program also addresses standard industry practice for safety requirements. Within the operations performance office, the Safety Administrators are responsible to work with the line authority management to assure safety policy provisions are appropriate and being followed at Rail Services.

4.2.5 Construction Safety Requirements

The construction safety program is developed and managed by UTA Safety Administrators. This program defines construction safety functions and responsibilities and other construction safety requirements such as safety equipment, documentation, and safety personnel. All contractors and UTA employees must comply with Occupation Safety and

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Health Administration (OSHA) rules and the requirements of the construction safety program, UTA Rail Services rule books, SOPs, and individual company contract agreements with UTA.

Contractors who have personnel working around rail systems may be regulated by 49 CFR Part 214, the Roadway Worker Protection Act. Responsive to that requirement, UTA has established a training and certification class for rail roadway workers. All construction and UTA employees who may work on or near the tracks are required to attend this training annually and obtain a certification card or sticker to keep on their person.

The UTA construction safety program will be reviewed and updated on a bi-annual (two-year) basis. The Safety Administrator will have primary responsibility for this update. The Safety Administrator will also be the responsible party for participating in the Federal Transit Administration (FTA Triennial Audits 49 CFR 673 as they are conducted each three-year cycle.

4.2.6 Training and Certification Training, Courses, Education

All safety related courses that are conducted in a classroom environment or through computer-based delivery are maintained electronically by the Safety Administrator over Safety training or by training staff at the departmental level.

Records for the following training: lineman's course, signal certification and basic/advanced track principles are maintained in the employee training records, in paper form and are available for audit and review. These records are available directly from the rail department managers. The training supervisor and management review the training records to determine completion. Most training is done annually, with all operators, employees, and supervisors being trained in the same month. These records are reviewed during the scheduled internal audits.

4.2.6.1 De-Escalation Training

Training on the de-escalation of potentially hostile interactions with members of the public are provided to operations and maintenance personnel. Local training groups are given discretion to select or develop training content to best fit the specific needs and scenarios most likely to be encountered by UTA employees in their supported areas.

4.2.6.2 Safety Administrators Certification

The Safety Department recognizes the FTA Transportation Safety Institute (TSI) to administer transit safety and security training certifications for all Safety Administrators at UTA. All Safety Administrators will complete the TSSP within the first two years of their safety assignment. This certification involves the successful completion of the Transit Safety and Security Program Certificate as outlined by TSI training manual. Courses required are:

a. Transit Rail/Bus System Safety
b. Transit Rail/Bus Incident Investigation
c. Effectively Managing Transit Emergencies
d. Safety Management Systems
e. SMS Awareness CBT
f. SMS Assurance Webinar

Note: Safety refresher training is typically held during safety department meetings.

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UTA Safety Administrators are TSSP Certified through the Transportation Safety Institute and are eligible to receive additional safety certification through the World Safety Organization. Safety related instruction is emphasized through UTA's corporate policies and procedures, maintained on UTA's intranet.

4.2.7 Training Compliance Review

UTA Safety shall conduct periodic reviews of training materials and records to ensure compliance with safety training requirements.

4.2.7.1 Review of Assignment Completion and Record Keeping

The Safety Administrator responsible for safety training will review safety training records every six months to determine the status of safety training compliance. Other parties, such as the RWP Program Administrator and additional Safety Training Administrators may be invited to participate in the review process, based on the current needs and situation. This review will include the following actions:

1. Ascertain the level of compliance with existing safety training assignments across UTA
2. Discover and highlight any shortfalls or issues with training compliance, including a review of previously reported issues with training compliance to confirm they have been resolved
3. Forward these findings and recommendations to the Safety Committees responsible for impacted areas

Safety Committees will then be responsible to review the reported safety concerns and determine the appropriate interventions using the existing Hazard Management process.

4.2.7.2 Review of Training Content

Training content shall be reviewed as part of the process in place for the review and updating of the related UTA Safety Policies and Standard Operating Procedures.

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4.3 LOCAL, STATE, AND FEDERAL REQUIREMENTS

4.3.1 CORPORATE POLICIES

The board of trustees, in their Policy Operational Directive for Safety (2.1. Safety No. 1.2.1), creates the foundation that ensures the safety of employees, passengers, and the public. The following corporate standards are incorporated into UTA's corporate policies that include local codes, state, federal, and OES&H standards, and other safety initiatives. Safety requirements are applicable to UTA employees, contractors, passengers, and the public.

4.3.1 Employee and Public Safety
4.3.5 Fire Protection and Evacuation Plans
4.3.6 Hazard Communication or Right to Know Policy (OSHA)
4.3.12 Personal Protective Equipment
4.3.15 Responding to Employee Complaints and Concerns
4.3.17 Safety Committee
4.3.20 Visitor Access
4.3.22 Safety Shoes (SOP) (Renumbered U 2.1.2.3)
4.3.23 Emergency Notification Policy
4.3.24 Safety Glasses Policy

4.3.1.1 Operations Safety Standards

OSH 4.211 Machine Equipment Safety Guarding Plan
OSH 4.146 Confined Space entry
OSH 4.1030 Exposure Control (BBP)
OSH 4.22 Fall Protection
OSH 4.147 Hazard Energy Control
OSH 4.95 Hearing Protection
OSH 4.33 Hot Work
OSH 4.176 Power Industrial Truck and Forklift Safety
OSH 4.179 Overhead lifting
OSH 4.1903 Regulatory Inspection Response
OSH 4.134 Respiratory protection
OSH 4.25 Roadway Response Safety
OSH 4.5 Safety Inspections and Audits
OSH 4.94 Spray Painting Operation
OSH 4.21-30 Walk and Working Surfaces

4.3.1.2 IV 3.3 Health and Environmental

4.4.1 Environmental Protection (Renumbered 4.1.5)
4.4.1-1 Environmental Protection (SOP)
4.4.2 Battery Recycling (SOP)
4.4.3 Electronic Waste and Mercury-Containing Equipment (SOP)
4.4.4 Hazardous Waste Management (SOP)
4.4.5 Parts Washer Solution Management (SOP)

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4.4.6 Industrial Waste Water (SOP)
4.4.7 Public Transit Shelter Cleaning (SOP)
4.4.8 Spill Response and Reporting (SOP)
4.4.9 Storm Water Pollution Prevention (SOP)
4.4.10 Universal Waste Management (SOP)
4.4.11 Used Oil Filter Management (SOP)
4.4.12 Used Oil Management (SOP)
4.4.13 Vehicle Engine Idling

4.3.2 Occupational, Environmental, Safety and Health (OES&H)

An important aspect of safety compliance falls under Occupational, Environmental, Safety and Health (OES&H) rules, regulations, guidance, and initiatives. UTA's Safety Administrators work closely with managers, supervisors, and employees to ensure understanding of the various requirements of OES&H, as well as to other federal, state, and local rules, standards, and ordinances. All UTA employees receive awareness training on environmental management procedures, aspects, and commitments in their New Employee Orientation presentation. New employees are also trained by their supervisors on department environmental procedures involving SDS and hazard communication, recycling, spill response, excess idling, energy management, water conservation and reducing the UTA carbon footprint (greenhouse gas reduction).

The UTA Environmental Corporate Policy specifically requires UTA to be in compliance with legal requirements of all local, state, and federal laws.

Contractors performing work at UTA facilities, who bring chemicals onto UTA property, are required to participate in a Contractor Environmental Briefing which is presented to the contractor by the Environmental Compliance Administrator. During this briefing, UTA will understand what chemicals may be brought onto UTA property and understand the potential for spills or releases and impact on UTA if the chemicals are not handled according to manufacturer's recommendations. Copies of chemical Safety Data Sheets are provided to UTA by the contractors. Contractors must present their work plan and employee personal protection procedures for handling chemicals associated with the contracted work at UTA. At the conclusion of the contractor briefing, the contractor is required to sign the briefing with the Environmental Compliance Administrator. Contractor personnel who demonstrate a lack of understanding of applicable rules and procedures may be removed from the work site and require additional safety training be conducted. Briefing packages are maintained in the Environmental Department files. Additionally completed package briefings are kept on record with the UTA contracts department.

4.3.2.1 Construction Safety

Construction safety is administered in accordance with contract specifications, and applicable Federal, State and local safety requirements. The UTA Safety Administrator-Construction has primary responsibility for safety oversight of construction projects. The program is based on, and complies with applicable federal, state, and local safety codes and regulations, including UOSH. Procedures have been established for the control of operating hazards, including but not limited to chemicals, noise, cut and abrasion injuries, strain, and sprain injuries. Contractors are required to comply with these requirements for the safety of their own employees as well as to safeguard UTA employees, contractors, passengers, and the public.

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Engineering and Project Management approves the contractor's safety program plan and supporting documentation, with the concurrence of the Safety Department. Particular emphasis is placed on work that may affect UTA operations, passengers, facilities, and personnel. All contractors working in the UTA rail rights of way or interfacing with UTA Rail Operations are required to attend Roadway Worker Protection (RWP) safety training. This training covers track access, right of way flagging, and operating procedures. Audits of the contractors are conducted to assure compliance with Federal and State Law, and the UTA requirements.

4.3.2.2 Employee and Contractor Awareness of FRA Requirements

UTA employees and contractors are required to be aware of and comply with specific FRA regulations. Roadway Worker Protection (RWP) (49 CFR 214) is a safety requirement that employees and contractors must follow. Employees and contractors who may foul the tracks or have potential to foul the tracks while performing their work are required to receive specific Roadway Worker Protection training before they perform roadway work. The rail control centers have established a Work Permit which must be completed and submitted for approval prior to working on the tracks. Contractors and employees must receive RWP training and verify competency through testing. Track Access Coordinator reviews and verifies training requirements prior to approving work permits. Safety personnel and Rail Supervisor personnel may remove an employee or contractor from a worksite if he/she demonstrates a lack of knowledge and understanding of applicable RWP rules and procedures.

Contracts require compliance with specific UOSH regulations and employee safety programs as applicable to the work being performed. Safety personnel and rail supervisory personally conduct inspections of contractor worksites to assess contractor employee knowledge of and compliance with regulatory and contract requirements. Deficiencies are brought to the attention of contractor project managers for corrective action.

Specific UTA employees must comply with Hours of Service requirements set forth by the FRA while in the performance of specific job duties. Currently Train Operators, Operations Supervisor/Controllers and Line and Signal Technicians must comply with Hours of Service requirements.

4.3.2.3 Personal Protective Equipment

Appropriate personal protective equipment (PPE) such as safety glasses, safety boots, gloves, face shields and work uniforms, etc. is provided and is required to be used in performing various work by UTA personnel. This equipment is evaluated and approved by the safety department prior to procurement. Employees who are required to wear approved safety work boots use a tool or uniform allowance or may use a UTA P-card to make the purchase. UTA provides personal protective equipment and supervisors approve purchases as needed by the employees.

4.3.2.4 Safety and Industrial Hygiene Studies and Reviews

The safety department is responsible for monitoring facility compliance with applicable UOSH standards (29 CFR 1910, General Industry and 29 CFR 1926 Construction Standards). Safety personnel work with managers and supervisors to develop programs to ensure a safe and healthful work environment. Safety department performs periodic safety audits / inspections of facilities and work equipment. The safety department develops processes for safety procedures such as confined space, blood borne pathogens, hazard communication, respiratory protection, and personal protective equipment.

Industrial hygiene studies are conducted periodically to evaluate the degree of employee exposure to chemical and or physical agents encountered in the work environment. The evaluation results are utilized to determine the necessary

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corrective action, including implementation of engineering and administrative controls required and the use of PPE. Examples of industrial hygiene testing performed include:

a. Noise level monitoring
b. Organic vapors or solvents
c. Measuring the particulate level of air quality
d. Concentrations of silica

4.3.2.5 Safety Training Effectiveness and Knowledge of Employees

UTA provides safety training for employees in accordance with UOSH requirements. Employees are tested on their knowledge of the course materials upon completion of the course. Supervisors are required to assess employee knowledge as necessary. Safety department personnel perform observations of employee and supervisor knowledge of safety regulatory requirements as part of facility and work site inspections and audits and may recommend refresher training as required.

4.3.3 Federal Railroad Administration and TRAX Light Rail

UTA's light rail service (TRAX) is one of the few transit agencies in America that is also regulated by the FRA, in addition to FTA, and UDOT SSO agencies. Portions of UTA's light railroad tracks share limited freight operations with railroad operators through temporal separation, and as such come under FRA jurisdiction. UTA ensures compliance with FRA regulations, as specified by 49 CFR Parts 213 to 240. UTA has received FRA waivers for a number of the CFR parts, as defined by a number of waiver agreements.

Joint FRA/FTA policy statements explain how these agencies coordinate their safety authority.

UTA rail Safety Administrators work closely with the FRA to ensure compliance, and to develop safety initiatives and programs to satisfy regulatory requirements.

4.3.4 Federal Railroad Administration and FrontRunner Commuter Rail

It is the intent of this Transit Agency Safety Plan to meet all of the applicable FRA requirements for commuter rail (FrontRunner) as well as the Light Rail system. This plan will not identify all of the specific requirements of 49 CFR; however, it will identify the parts that will be regulated by the FRA. Specific standard operating procedures (SOP) will be developed in each of the operating areas of maintenance and operations, with the exception of waivers that have been approved by the FRA for the operation of the Light Rail system. These procedures will identify the inspection, testing, and maintenance of numerous tasks. The following is a list of Code of Federal Railroad Administration Regulations (49 CFR) relating to commuter rail operating equipment on standard gage rail that operates on or is connected to the general railroad system. This list is taken from the Manual for the Development of System Safety Program Plans for Commuter Railroads published May 15, 2006, by APTA.

Part	49 CFR Title	Purpose or Brief Summary of the Standard
213	Track Safety Guidelines	Prescribes minimum safety requirements for railroad track maintenance.
214	Railroad Workplace Safety	Prevent accidents and injury while working on or near the track. Roadway Worker Protection Parts A, B, C, D.

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217	Railroad Operating Rules	Rules and practices with respect to the operation of trains and equipment on the general railroad.
218	Railroad Operating Practices	Contains the minimum requirements for operating rules and practices, timetables, and special instructions.
219	Control of Alcohol and Drug Use	Prevent accidents in railroad operations that result from impairment of employees by alcohol or drugs.
40	Transportation Workplace Drug Testing	DOT procedures for drug and alcohol testing in the workplace.
220	Radio Guidelines and Procedures	Minimum requirements governing the use of wireless communication with railroad operations.
221	Rear-End Marking Devices	Minimum requirements governing highly visible marking devices for the trailing end of the rear car for all passenger, commuter, and freight trains.
222	Use of Locomotive Horns at Public Grade Crossings	To provide safety at public highway-rail grade crossings by requiring locomotive horn use at public highway rail-grade.
223	Safety Glazing Standards - Locomotives	Provides minimum standards for glazing materials in order to protect railroad employees and passengers from objects striking windows of locomotive, caboose, and passenger cars.
225	Railroad Accident and incidents Reports, Classifications, and Investigations	Provide FRA accurate information concerning hazards and risks that exist on the nation's railroads.
228	Hours of Service of Railroad Employees	Prescribes reporting and record keeping requirements with respect to the hours of service of certain railroad employees. (See SOP 101.09)
229	Railroad Locomotive Safety Guidelines	This part prescribes minimum federal safety standards for all locomotives except those propelled by steam power.
231	Railroad Safety Appliance Guidelines	Appliances such as hand braking applications, coupling, running boards, ladders, steps, clearances, roof handholds, side handholds, etc.
232	Brake System Safety Standards for Freight and Other Non-Passenger Trains and Equipment; End of Train Devices	Sub-part "E" is for passenger trains; prescribes federal safety standards for freight and other non-passenger train brake systems and equipment. Sub-part "E" of this part prescribes federal safety standards not only for freight and other non-passenger trains, but also for passenger train brake systems.

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233	Signal System Reporting Requirements	This part prescribes reporting requirements with respect to methods of train operation, block signal systems, automatic train stop, train control, and cab signal systems, or other similar appliances, methods, and systems.
234	Grade Crossing Signal System Safety	This part imposes minimum maintenance, inspection, and testing standards for highway-rail grade-crossing warning systems. This part also prescribes standards for the reporting of failures of such systems and prescribes minimum actions railroads must take when such warning systems malfunction.
236	Rules the Installation, Inspection, Maintenance, and Repair of Signal and Train Control Systems,	This part establishes the minimum requirements for rules, standards, and instructions for testing, inspection, and maintenance of train signal devices and appliances.
238	Passenger Equipment Safety Standards	The purpose of this part is to establish minimum safety planning requirements that will lead to the prevention of collisions, derailments, and other occurrences involving railroad passenger equipment that causes injury or death to railroad employees, railroad passengers, or the general public; and occurrences to the extent they cannot be prevented.
239	Passenger Train Emergency Preparedness	Applies to passenger railroads and prescribes minimum federal safety standards for the preparation, adoption, and implementation of emergency preparedness plans by railroads connected with the operation of passenger trains and requires each affected railroad to instruct its employees on the provisions of its plan.
240	Qualifications and Certification of Locomotive Engineers	Applies to all railroads, and establishes the minimum federal safety standards for training, testing, certification, and monitoring of all locomotive engineers to whom it applies regardless of the fact that a person may have a job classification title other than that of locomotive engineer.

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V APPENDICES

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APPENDIX A: INTERNAL REVIEW SCHEDULE (2022-2024)

	UTA TRAX Internal Review Schedule SAFETY 2022 to 2024					As of: August 2022		
#	TASP (SSPP) Internal Review Item/Chapter Departments Audited	Audit Frequency	UDOT Scheduled date	UDOT Notice Y/N	Date Last Completed	UTA Next Audit Date Completed / Due Date		
						2022	2023	2024
	UTA Policy							
1	Authority and policy Statement	Triennial					2023	
2	Goals and Objectives	Triennial				2022		
3	Overview of Management Structure	Triennial					2023	
4	TASP annual updates, Revisions and Changes	Triennial				2022		
	Risk Management							
5	Risk Management Program	Triennial				2022		
6	Hazardous Materials Program	Triennial					2023	
	Assurance							
7	Internal Safety Audit/Review Program	Triennial					2023	
8	Accident Notification, Investigation, and Reporting	Triennial						2024
9	Safety Data Collection and Analysis	Triennial					2023	
10	System Modifications (Management of Change)	Triennial						2024
11	Configuration Control	Triennial						2004
12	System Safety and Security Certification	Triennial				2022		
13	Rules Compliance	Triennial				2022		
15	Maintenance Audits and Inspection Program	Triennial				2022	2023	2024

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16	Drug and Alcohol Program and Medical Monitoring	Triennial						2024
17	Procurement	Triennial						2024
Promotion								
18	TASP Implementation Activities and Responsibilities	Triennial			11/20		2023	
19	Training and Certification Program	Triennial			11/20			2024
20	Local, State, and Federal Requirements	Triennial			10/18		2023	
**was annual*								

UTA Internal Review Schedule - SECURITY 2021 to 2023

Item #	System Security Plan (SSP) Internal Review Item	Date/ Frequency	UDOT Scheduled date	Notice to UDOT ?	Date Last Completed	UTA Next Audit Date Completed / Due Date	
1	Policy Statements	Triennial				2022	
2	System Description	Triennial				2022	
3	Management of the System Security Program	Triennial				2022	
4	System Security Program Components	Triennial				2022	
5	Threat and Vulnerability Identification, Assessment and Resolution	Triennial			11/20		2023
6	Implementation and Evaluation of the System Security Plan (SSP)	Triennial			11/20		2023
7	Modification of the SSP	Triennial			11/20		2023

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UTA External Review Schedule - SAFETY 2015 to 2018

External Reviewing Agency	Date / Frequency	Scheduled date	Notice Given UDOT SSO	Date Last Completed	Expected Schedule Date
FTA	Triennial		NA		
UDOT SSO	Triennial		NA		
Safety Management System (SMS)	Recert: Triennial Update: Annual		NA		

UTA External Review Schedule – SECURITY 2015 to 2018

External Reviewing Agency	Date/Frequency	Scheduled date	Notice Given UDOT SSO	Date Last Completed	Date next Scheduled
TSA BASE Audit	Triennial		NA		

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APPENDIX B: SAMPLE DOCUMENTS

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A-1: SAFETY DASHBOARD (SAMPLE)

UTA
Hazard Mitigation - Compliance - Continual Improvement

SAFETY & EMERGENCY MANAGEMENT
Dashboard
September/2022

Reactive -> Proactive -> Predictive
Find -> Fix -> Follow Up

Leading / Influencing Indicators

Safety Events	Monthly Admin	Bus	TRAX	FR	Total	Monthly Goal	%	YTD	2020	Pace 2021
Safety Commitee Mtgs	-	5	2	1	8	8	100%	60	89	77
Education Outreach	4	3	7	3	17	5	340%	82	119	106
# interviews	-	79	18	10	107	64	167%	804	1476	1037
# rides / observations	2	40	-	-	42	24	175%	377	826	486
Rules Checks-Safety	2	42	2,248	1	2,293	na	na	929	2338	1198
Rules Violations-Safety	-	1	79	-	80	na	na	559	624	721
Avg days on Hazard Log	-	167	749	285	300	180	na	na	na	na
# "High" open hazards	-	-	2	-	2	na	na	na	na	na
Hazards Closed (YTD)	-	63	4	6	73	na	na	73	165	94
Broken Gates	na	na	24	-	24	na	na	199	312	257
Trespassers	na	na	8	24	32	na	na	414	637	534
Emergency Brake	na	na	55	26	81	na	na	617	838	796
Near Miss Reports	na	na	na	3	3	na	na	6	42	8

Audits Rcmd / Findings	Rcmd	Findings	Submtd	Closed	% Closed
Triennial 2021	22	10	0	4	13%
UDOT HOS (Aug 2021)	0	0	0	0	0%
Totals	22	10	0	4	13%

Lagging Indicators
(Graphs on second page)

Bus	All Accidents Mo	YTD	Avoidable Acc. Mo	YTD	%YTD	NTD Major Mo	YTD	2021	Pace 2022	
Meadowbrook	10	139	4	42	30%	1	9	266	201	
Central	6	58	2	19	33%	0	3	146	84	
Special Svcs	2	28	2	9	32%	0	2	79	40	
Ogden	7	41	2	15	37%	1	4	109	59	
Timpanogos	8	50	3	16	32%	1	4	61	72	
All Incidents	33	316	13	101	32%	3	22	661	316	o

	Monthly			2021	Pace 2022	
NTD Major Incidents	3	22	1-OV ren R-light hit OV pushing OV into bus, 1-Ov ren R-Ligl	66	32	
NTD Major - Injuries	5	10		20	14	
Summary Injuries	-	8		11	12	
Fatalities	-	-		1	-	

Employee Injuries	Mo	YTD	Jul-22	2021	Pace 2022	
Lost Time Injury	4	25	2-Fracture,1-Strain,1-Multiple	24	36	
Medical Injury	11	62	3-Strain,2-Contusion,1-Eye,1-Laceration,1-Assult,1-Sprain1-	84	90	
WC Report Only	13	84	5-Contusion,3-Stress,3-Strain,2-SlipTrip,1-Exposure	113	121	o

TRAX	-	Mo	YTD	Monthly	2021	Pace 2022
NTD Major Incidents		7	8	Tr v MV(6), Train v Ped(1)/Train v MV(2	43	10
NTD Major Injuries		3	7	Tr v MV (2)/Tr vPed(1)/Train v MV (5)/Tra	10	9
Summary Injuries		2	6	Passenger Fell(4)/Worker out(1)	10	8
Fatalities		1	2	Tr v Tres(0)/Tr v Tes(1)	2	3

S-LINE	o	Mo	YTD	Monthly	2021	2022
NTD Major Incidents		0	0	NA / Train v MV	1	-
NTD Major Injuries		0	0		1	-
Summary Injuries		0	0		0	-
Fatalities		0	0		1	-

FrontRunner	-	Mo	YTD	Monthly	2021	2022
FRA Major Incidents		0	8	NA ;Train v. MV Center Street No SLC,	8	10
Injuries		0	0		2	-
Fatalities		0	4		6	5

Improving / Good	+
Stable / Acceptable	o
Declining / Poor	-

Safety Training Courses

Metric	Direct	Indirect	Total	%
Courses Needed	80		80	-
Courses in service	34		34	43%
Courses needing update	16		16	20%
Courses in Development	2		2	3%
Courses not available	27		27	34%

Direct: Mgd by Safety Dept.
Indirect: Mgd by Local Training

Construction	% Complet	Lost Time	Recordable	First Aid /mo
Depot Distict	1%	0	0	0
7200 S. Bridge	103%	0	0	0
S-Line Double Track	97%	0	0	0
PTC	87%	0	0	0
Main St/4th S Interlocking	30%	0	0	0

partments\SAFETY Department\ADMIN\Dashboard\UTA Safety Dashboard 2022

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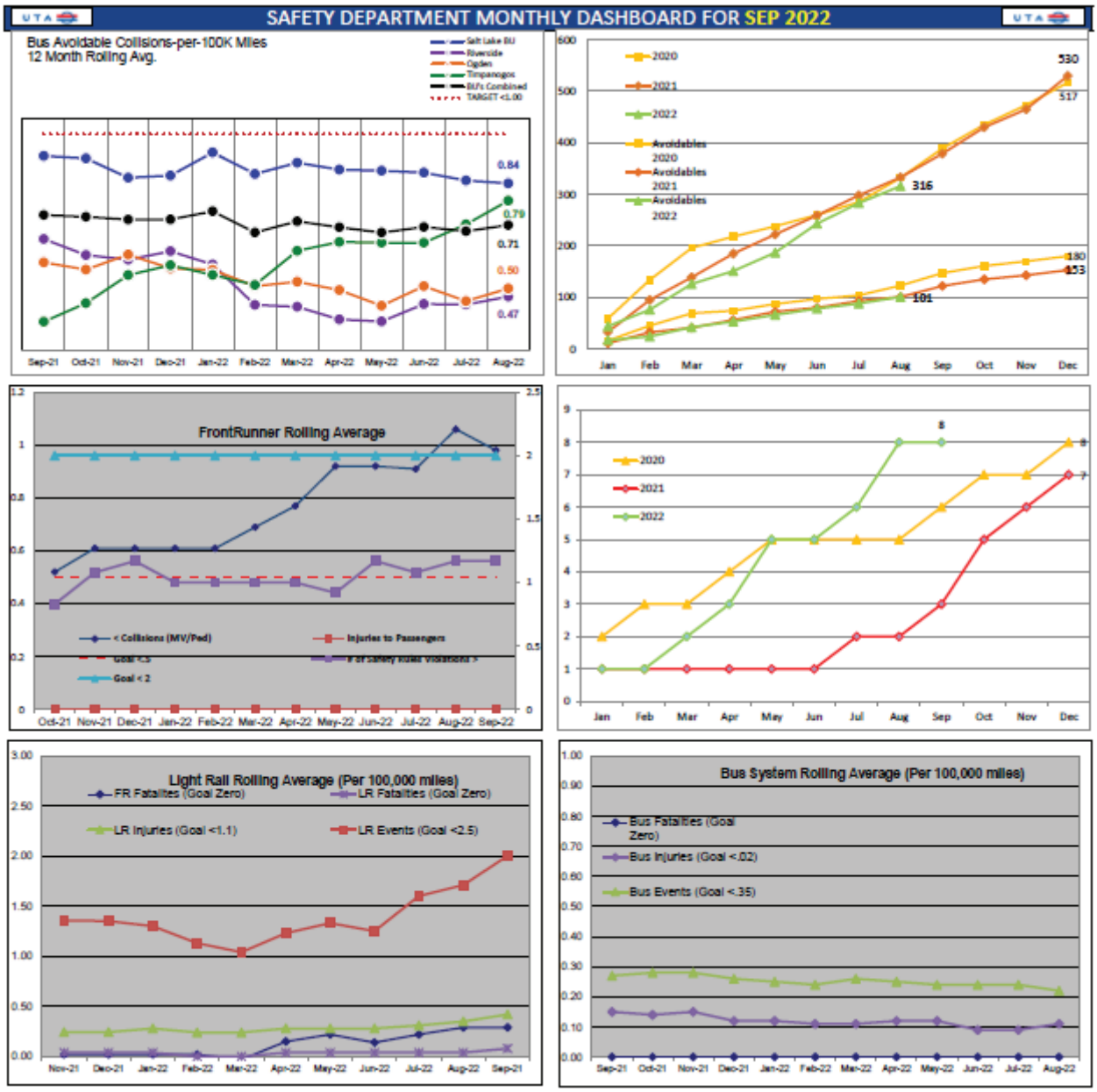
A-2: Collisions/Injuries Rolling Average Index (Sample)



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A-3: INTERNAL AUDIT INSPECTION CHECKLISTS AND SCHEDULE (SAMPLE)

TASP # 1: Authority and Policy Statement

TASP # 1: Goal and Objectives Table

A policy statement signed by the agency's chief executive that endorses the safety program and describes the authority that establishes the TASP

VERIFICATION METHOD	RECOMMENDED ACTIVITIES	COMPLIANT YES/NO	COMMENTS
Document Review	**Review TASP Policy Statement, ensuring:** • That it endorses UTA's safety program; that it has the signature of UTAs General Manager (GM, Executive Director (ED), or Chief Executive Officer (CEO); that it describes the authority that establishes the TASP; and that it is dated.		
Rules Review	n.a.		
Records Review	n.a.		
Interviews with UTAs Senior Management	**Conduct a meeting with UTAs Executive Director, Director of Safety, and Senior Management in Operations, Maintenance, Engineering, Human Resources/Training, Procurement, and Legal to discuss:** • How the authority conferred in UTA's policy statement to the Safety Department is reinforced with UTA personnel during meetings, bulletins, or other methods. • How the UTA's safety policy is consistent with the commitment to safety expressed by UTA's ED and UTA Senior Management. • Whether safety is included as a regular topic at UTA Board Meetings, and whether the UTA Director of Safety gives reports. • Formal meetings that are held and attended by UTA Executive Leadership to discuss safety performance (such as ongoing evaluation of goals and targets).		

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TASP # 1: Goal and Objectives Table

A policy statement signed by the agency's chief executive that endorses the safety program and describes the authority that establishes the TASP

VERIFICATION METHOD	RECOMMENDED ACTIVITIES	COMPLIANT YES/NO	COMMENTS
	• UTA ED and UTA Senior Management awareness of high priority safety issues and the status of corrective actions. • The UTA Safety Department's reporting relationship to UTA ED, UTA's Safety Committee Structure, and the participation of the UTA's Senior Management in this structure. • Where in the organization safety decisions are made and the involvement of UTA Senior Management in making them. • The process for the periodic review of the resources devoted to safety by the ED and UTA Senior Management. • The inclusion of safety activities and requirements in employee job descriptions and training programs at UTA. • The inclusion of safety responsibilities in job evaluations for managers, supervisors, and employees. • The implementation of UTA's internal safety audit process, to include a clearly defined scope, checklists, procedures, an effective findings resolution process, and annual certification of the TASP compliance from the UTA ED. • Use of risk assessment and hazard management as part of the overall safety program. • Efficiency and proficiency testing programs for operations and maintenance employees, and how these programs ensure compliance with safety-critical rules. • UTA's accident investigation program and its focus on cause finding and correction.		

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TASP # 1: Goal and Objectives Table

A policy statement signed by the agency's chief executive that endorses the safety program and describes the authority that establishes the TASP

VERIFICATION METHOD	RECOMMENDED ACTIVITIES	COMPLIANT YES/NO	COMMENTS
Interviews with UTA Safety Personnel	**Interview the Director of Safety and representatives from the Safety Department to see if they feel empowered, authorized, and supported by Executive Management in carrying out the TASP, as specified in the Policy Statement.** • Ask for three (3) examples of where management support has made the difference in getting a specific safety concern addressed.		
Interviews with Other UTA Personnel	**Conduct interviews with a representative sample of rank-and-file UTA operations and maintenance personnel to verify their familiarity with the TASP, UTA's safety programs and authorities, and their obligation to perform work safely and to report safety issues and potential hazards.**		
Field Observations	n.a.		
Inspections and Measurements	n.a.		

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Audit Date:
Auditor:
Participants

Audit Location:
Auditor:
Title/Company

Findings of Non-Compliance:

Findings of Compliance with Recommendations:

Notes:

Reference: 49 CFR Part 673 Public Transpiration Agency Safety Plans

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A-4: FACILITY PM INSPECTION CHECKLIST (SAMPLE)

Meadowbrook

Unit	Description	ServiceType	Scheduled Date	Inspection Date	Status	WorkOrder
100000	Meadowbrook Facility Yard	MONTHLY	02/01/2012	02/29/2012	On Time	798434
111010	RUPS EMERGENCY GENERATOR	MONTHLY	02/01/2012	02/07/2012	On Time	798489
130007	Parallelogram Platform Hoist	MONTHLY	02/01/2012	02/28/2012	On Time	798507
130310	EMERG.GENERATOR	MONTHLY	02/01/2012	02/07/2012	On Time	798508
130340	HYDRA RESERVOIR & PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798509
130350	HYDRA RESERVOIR & PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798510
130360	HYDRA RESERVOIR & PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798511
130440	SUMP PUMP	MONTHLY	02/01/2012	02/29/2012	On Time	798512
130450	SUMP PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798513
130460	ENGINE COOLANT PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798514
130470	AUTO TRANS FLUID PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798515
130490	DIFF.OIL PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798516
130500	ENGINE OIL PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798517
131970	Cathodic Protection Rectifier	MONTHLY	02/01/2012	02/28/2012	On Time	798520
132660	Rotary Screw Air Compressor	MONTHLY	02/01/2012	02/28/2012	On Time	798521
132760	Bus Hoist (above ground post)	MONTHLY	02/01/2012	02/28/2012	On Time	798523
132770	Bus Hoist (above ground post)	MONTHLY	02/01/2012	02/28/2012	On Time	798524
132780	Bus Hoist (above ground hoist)	MONTHLY	02/01/2012	02/28/2012	On Time	798525
140050	DIESEL PUMP 1A	MONTHLY	02/01/2012	02/14/2012	On Time	798527
140070	DIESEL PUMP 1B	MONTHLY	02/01/2012	02/14/2012	On Time	798529
140090	DIESEL PUMP 1C	MONTHLY	02/01/2012	02/14/2012	On Time	798531
140120	Diesel Dispenser	MONTHLY	02/01/2012	02/28/2012	On Time	798533
140140	UNLEADED PUMP2B	MONTHLY	02/01/2012	02/28/2012	On Time	798535
140810	Cathodic Protection Rectifier	MONTHLY	02/01/2012	02/28/2012	On Time	798541
140820	Soap Pump and Mixer	MONTHLY	02/01/2012	02/28/2012	On Time	798542
150001	Platform Lift	MONTHLY	02/01/2012	02/28/2012	On Time	798544
150130	SUMP PUMP	MONTHLY	02/01/2012	02/14/2012	On Time	798545
150190	BRUSH ARM ASSEM	MONTHLY	02/01/2012	02/28/2012	On Time	798546
150200	MOP GEAR MOTOR	MONTHLY	02/01/2012	02/28/2012	On Time	798547
150210	WATER PUMP	MONTHLY	02/01/2012	02/14/2012	On Time	798548
150220	WATER PUMP	MONTHLY	02/01/2012	02/14/2012	On Time	798549
150300	WATER RECLAIM PUMP	MONTHLY	02/01/2012	02/28/2012	On Time	798551
150400	PARALLELOGRAM LIFT	MONTHLY	02/01/2012	02/29/2012	On Time	798552
150630	Hot Water Pressure Washer	MONTHLY	02/01/2012	02/28/2012	On Time	798553
150850	Parallel Lift	MONTHLY	02/01/2012	02/28/2012	On Time	798554
160120	Canopy A Nrth Blk Reels/Lights	MONTHLY	02/01/2012	02/28/2012	On Time	798556
160130	Canopy A South Blk Reels/Light	MONTHLY	02/01/2012	02/28/2012	On Time	798557
160140	Canopy B Nrth Blk Reels/Lights	MONTHLY	02/01/2012	02/28/2012	On Time	798558
160150	Canopy B South Blk Reels/Light	MONTHLY	02/01/2012	02/28/2012	On Time	798559
160160	Canopy C Nrth Blk Reels/Lights	MONTHLY	02/01/2012	02/28/2012	On Time	798560
160170	Canopy C South Blk Reels/Light	MONTHLY	02/01/2012	02/28/2012	On Time	798561
160180	Canopy D Nrth Blk Reels/Lights	MONTHLY	02/01/2012	02/28/2012	On Time	798562
160190	Canopy D South Blk Reels/Light	MONTHLY	02/01/2012	02/28/2012	On Time	798563
160200	Canopy E Nrth Blk Reels/Lights	MONTHLY	02/01/2012	02/28/2012	On Time	798564
160210	Canopy E South Blk Reels/Light	MONTHLY	02/01/2012	02/28/2012	On Time	798565
170001	Emergency Generator	MONTHLY	02/01/2012	02/07/2012	On Time	798567
180730	AMER. CLEANER STEAM CLEANE	MONTHLY	02/01/2012	02/10/2012	On Time	798582
180740	L & A STEAM CLEANER	MONTHLY	02/01/2012	02/10/2012	On Time	798583
180870	WATER SOFTENER	MONTHLY	02/01/2012	02/28/2012	On Time	798585
180880	WATER SOFTENER	MONTHLY	02/01/2012	02/28/2012	On Time	798586
182250	AIR DRYER	MONTHLY	02/01/2012	02/14/2012	On Time	798600
183250	Oil Water Separator	MONTHLY	02/01/2012	02/28/2012	On Time	798604
183280	Hunter Scissor Lift	MONTHLY	02/01/2012	02/28/2012	On Time	798605
183970	Parts Washer	MONTHLY	02/01/2012	02/10/2012	On Time	798609

Inspection Summary:

Total Inspections:	54	
Total Overdue Inspections:	0	0.00%
Total Inspections Completed Late:	0	0.00%
Total Inspections Completed Early:	0	0.00%
Total Inspections Completed on Time:	54	100.00%
Total Inspections Due this Current Month that have not been Completed Yet:	0	0.00%

Early: Any inspections done in the months previous to when they were scheduled to be done.
Late: Any inspections done in the months after they were scheduled to be done.
On time: Any Inspections done within the same month they were scheduled.

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A-5: MONTHLY SAFETY ENVIRONMENTAL CHECK LIST (SAMPLE)

Monthly Facility and Shop Inspection Checklist
- Correct Unsafe Conditions Immediately -

Revision Date 10/21/2013
Revision number 1

Date:

= Not applicable = Not required (note comment if issue is found)

Safety Administrator: Name:
Signature:
Maintenance Safety Rep: Name:
Signature:

Satisfactory or Unsatisfactory

	Bay 1	Bay 2	Bay 3	Bay 4	Bay 5	Bay 6	Bay 7	Bay 8	Bay 9	M. Shop	Parts	Paint B
1. Are Floors Clean/Clear of Debris?	S	S	S									
2. Are Blue Flag Chains serviceable at both ends of the bay?	S	S	S									
3. Are fire extinguishers readily available? Check two for current insp.	S	S	S									
4. Does overhead lighting properly work?	1	S	S									
5. Are hoses and equipment properly stored?	S	2	S									
6. Are containers properly stored and labeled?	S	S	3									
7. Are Safety glass area lines visible and in good condition?	S	S	S									
8. Are compressed gas cylinders properly strored? (Chained)			S									
9. Are Safety Chains in place?		S	S									
10. Are pits clear of rags, trash and other debris		S	S									
11. Are Bio-Hazard kits available and properly stocked?	S											
12. Are Face Shields available for blow down pit?		S										
13. Are Safety Chains in place around Wheel truing pit?			S									
14. Are pit fans in working order (Check 3 random fans)												
15. Is the oil storage area free of slip hazards?												
16. Do eye wash stations / showers have current inspection?			S									
17. Is the spill kit available and properly stocked?												
18. Are Safety Glasses, gloves and respirators available												
19. Are Cranes Inspected prior to use? Are inspections current?			S									
20. Are safety guards in place?												

Findings/comments:

1. Several Lights are out. Work order needs to be placed
2. Hoses were strung out across bay 2 no employees in area
3. Containers in cleaning area were unlabled.

Note: Customize location and area to be inspected to make it specific to your facility

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Appendix B: BLANK FORMS

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B-1: NON-CONFORMANCE CORRECTIVE ACTION PLAN (NCAP) FORM

Accountable Manager/Owner: *Click here to enter text.*		**Corrective Action Plan #:** *Click here to enter text.*
Category: *Choose an item.*	**Issue Identified by:** *Choose an item.*	**IHR:** *Enter Initial Hazard Rating.*
Location: *Click here to enter text.*	**Department:** *Enter responsible Dep.*	**FHR:** *Enter Final Hazard Rating.*
Assigned to: *Click here to enter text.*	**Date Assigned:** *Click here to enter a date.*	

Description of Non-Conformance/Safety Hazard:
Click here to enter text. Provide a detailed description of the Non-Conformity or safety hazard.

Root Cause Analysis:
Click here to enter text. Provide information regarding cause or contributing factors (If applicable).

Corrective Action Plan:
Click here to enter text. Provide a detailed plan and/or list of corrective actions.
Proposed Implementation Date: *Click here to enter a date.*
Corrective Action Plan Initial Approval by UDOT SSO: *Click here to enter a date.*

Resolution Of Corrective Action Plan:
Click here to enter text. Provide a detailed description of actions implemented.

Accountable Manager/Owner:	**Sign and date below when CAP been completed and documented.**	
Name: *Click here to enter text.*	**Date:** *Click here to enter a date.*	**Signature:**

SSO Manager: *(If Applicable)*	**CAP Verification and Final Approval (Actual Implementation Date)**	
Name: James W. Golden	**Date:**	**Signature:**

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B-2: SAFETY SUGGESTION/HAZARD REPORT FORM

Use this form for safety questions, suggestions and reporting hazards. Your Supervisor will respond to your suggestions or forward it to your UTA Safety Committee. The Safety Committee will meet monthly to address these issues and provide feedback as soon as possible. Please be as specific as possible when describing the safety concern and making recommendations

Name: Date:

(Not required unless you want feedback)

Bus/Rail route or Facility: _____ Direction: _____ Time: _____

Safety Question, Suggestion, or Hazard: *(Be as specific as possible)*

_____

_____

_____

_____

_____

Proposed Solution: *(Be as specific as possible)*

_____

_____

_____

_____

Response:

_____

_____

_____

_____

Would you like a response? Yes: [ ] No: [ ]

Supervisors Initials: _____ Date Received:_____ Response Date: _____

Suggestion forwarded to: _____ Forward Date: _____

Person or Committee responding: _____ Response Date: _____

Reviewed by RGM: _____ Date Reviewed: _____

Date Closed:_____

UTA **Certifiable Element:** Revenue Readiness **Sub-element:** Fire, Safety and Security Documents and Training	**Safety and Security Certification** **Certifiable Items Checklist**	**Verification:**_____ **Date:**_____

Location	Means of Verification			Status
Discipline: Revenue Readiness Contract No: Site/Area: Sugar House Street Car	Construction CM= Measurement CT= Test CV= Visual Inspection	Design PS= Plans and Specifications S= Submittal CN/CO= Change Notice/Order	Commissioning T= Test V= Visual Inspection R=Review	C= Closed O= Open O/W= Open with identified workaround

Item No.	Certifiable Item Description	Certifiable Item Verification				Certifiable Item Status	
		Reference Documentation (As applicable)	Verified By	Date	Means of Verification	Status	Description of Workaround
1	Fire protection & Alarm systems, (Facilities)	Local FD jurisdiction site review			T, V, R		
2	UTA Emergency Notification & Regulator Notification	SSPP section 10, UTA SOP 4.2.23			V, R		
3	Functional Response Drills	EPP, SSPP Section 11, 49 CFR 659			V, R		
4	Table Top Response Drills	EPP, SSPP Section 11, 49 CFR 659			V, R		
5	Emergency Prepredness Plan (EPP) Review	EPP, 49 CFR 659					
6	System Safety Program Plan (SSPP) Review	49 CFR 659, SSO Procedures/Stds.			R		
7	System Security Plan (SSP) Review	SSP, 49 CFR 659 Security Haz Log			R		
8	Vehicle familiarization orientation (FD, PD, SWAT)	Familiarization Training			V, R		
9	Emergency Response Evacuation (Facilities)	EPP, 49 CFR 659,			R		
10	Threat and Vulnerability Analysis (TVA)	SSP, 49 CFR 659					
11	Preliminary Hazard Analysis (PHA)	SSPP section 6, 8, SSCP, RAP			R		
12	Operations Hazard Analysis (OHA)	SSPP section 6, 8, SSCP, RAP			R		
13	Hold Points 1,2 ,3 process review and verification	SSPP Section 8, RAP, SSCP			R		
14							

Note: Only list items which are safety and\or security critical

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B-4: UTA Safety Certification Hold Point Approval Forms

See following pages for hold point forms 1, 2, and 3.

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System Integration Readiness Review Report

Hold Point #1

Project: _____

This Hold Point Review is established to verify readiness to enter the System Integration Commissioning/Testing Phase of the project. Essential pre-requisites are listed herein, along with signatures indicating both thorough review of the project in its current state and approval to move on to the next phase of commissioning.

System Integration Testing Phase Pre-requisites

[ ] 1. Appropriate Civil, GC, Systems CILs complete (see items identified on attached index).
[ ] 2. Appropriate Contractor Stand Alone Testing complete (see items identified on attached index).
[ ] 3. UDOT Surveillance Reports completed and deficiencies corrected.
[ ] 4. Public Awareness Safety Outreach Plan measures started and ongoing.
[ ] 5. Preliminary Hazard Analysis completed/ Hazards mitigated.
[ ] 6. TVA completed.
[ ] 7. Rail Corridor ready for System Integration.

Areas/Integration Zones under review:

_____

Approved Open Items, Areas and/or Hazards, with approved workaround:
(Describe below, include responsible party).

1. _____
2. _____
3. _____
4. _____

The undersigned, by signature, indicate that they have reviewed all information applicable to the Project/Areas listed above, and recommend that these areas are ready for System Integration testing.

_____
Operations Discipline Mgr. – Carolyn Anderson Date

_____
Systems Discipline Mgr. – Jared Scarbrough Date

_____
Safety Discipline Mgr. – Travis Shingleton Date

_____
Civil Discipline Mgr. – Grey Turner Date

_____
Dir. of Safety and Security – Sheldon Shaw Date

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System Integration Readiness Review Report

Hold Point #2

Project: _____

This Hold Point Review is established to verify readiness to enter the Pre-Revenue Commissioning/Testing Phase of the project. Essential pre-requisites are listed herein, along with signatures indicating both thorough review of the project in its current state and approval to move on to the next phase of commissioning.

System Integration Testing Phase Pre-requisites

[ ] 1. Grade Crossing CILs Complete.
[ ] 2. Systems CILs Complete.
[ ] 3. System Integration Testing and Documentation Complete.
[ ] 4. Operational Hazard Analysis Complete.
[ ] 5. Transfer of permitting process (Track Access) from Contractor to UTA Operations Complete.

Areas/Integration Zones under review:

_____

Approved Open Items, Areas and/or Hazards, with approved workaround:
(Describe below, include responsible party).

5. _____
6. _____
7. _____
8. _____

The undersigned, by signature, indicate that they have reviewed all information applicable to the Project/Areas listed above, and recommend that these areas are ready for System Integration testing.

_____ _____
Operations Discipline Mgr. – Carolyn Anderson Date Systems Discipline Mgr. – Jared Scarbrough Date

_____ _____
Safety Discipline Mgr. – Travis Shingleton Date Civil Discipline Mgr. – Grey Turner Date

_____
Dir. of Safety and Security – Sheldon Shaw Date

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System Integration Readiness Review Report

Hold Point #3

Project: _____

This Hold Point Review is established to verify readiness to enter the Revenue Operations Phase of the project. Essential pre-requisites are listed herein, along with signatures indicating both thorough review of the project in its current state and approval to move on to the next phase of commissioning.

System Integration Testing Phase Pre-requisites

[ ] 1. Previous Hold Point Review Documents are signed and complete.
[ ] 2. CILs are complete, with any workarounds noted, approved, and implemented.
[ ] 3. Pre-Revenue operator training/testing/drills, Pre-Revenue Operations are complete.
[ ] 4. Grand Opening Plan and Public Outreach Plan developed.
[ ] 5. Agency Reviews completed and notifications given.
[ ] 6. Safety & Security Certification Verification Report (SSCVR) is finished and ready to submit.

Areas/Integration Zones under review:

_____

Approved Open Items, Areas and/or Hazards, with approved workaround:
(Describe below, include responsible party).

9. _____
10. _____
11. _____
12. _____

The undersigned, by signature, indicate that they have reviewed all information applicable to the Project/Areas listed above, and recommend that these areas are ready for System Integration testing.

Operations Discipline Mgr. – Carolyn Anderson Date	Systems Discipline Mgr. – Jared Scarbrough Date
Safety Discipline Mgr. – Travis Shingleton Date	Civil Discipline Mgr. – Grey Turner Date
Dir. of Safety and Security – Sheldon Shaw Date	Executive Director Date

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B-5: MANAGEMENT OF CHANGE (MOC) APPROVAL AND VERIFICATION DOCUMENT

Title:	MOC #:	Date Initiated:
Team Lead/Members:		
Description:		
Evaluation/Solutions:		
Recommendation:		
Cost/Funding Source/Schedule/POC :		
Proposed changes to existing Design Criteria/Specs/Procedures:		
Enclosures/Drawings/Photos/Attachments:		

CONCURRENCE

The following UTA staff have reviewed the evaluation and concur with the recommended modifications.

Name	**Position**	**Signature**	**Date**
Comments / Provisions:			

APPROVAL

Indicates approval "to go do". Requires signatures from any two SSRC members.

Name	**Position**	**Signature**	**Date**
SSRC Date:			
Comments / Provisions:			

COMPLETION VERIFICATION

Enclosures:	[ ] Photos	[ ] Drawings	[ ] Specifications	[ ] Other:
As Built Plans	Dated:	Copy to:	Name:	Signature:

Design Criteria updated?*	[ ] Yes [ ] No	If yes, Date:

**If yes, copy must be provided.*

ACCEPTANCE

Work is completed and accepted. Requires signatures from any two SSRC members.

Name	**Position**	**Signature**	**Date**

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SSRC Date:			

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

B-6: SAFETY DEPARTMENT INVESTIGATION FORM

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

SAFETY INVESTIGATION FORM

Report #: Enter #

NTD Reportable: Yes/No/NA

BASIC INFORMATION

Date of Incident: enter date	**Time:** enter time AM or PM	**Location:** enter text
Report type: Choose an item	**Investigation type:** Choose an item	**GPS Coordinates:**
Mode: Choose an item	**Train/Bus #:** enter text	**DOT Crossing #:** enter text
Op./Emp. #: enter text	**Vehicle ID's:** enter text	**# of Cars in Consist:**

Weather Conditions: Clear/Cloudy, (Rain/Snow), (Wind), (Temperature)

NOTIFICATIONS

SSO Notified: Yes/No/NA Enter date/time	**OSHA Notified:** Yes/No/NA	**FRA Territory:** Yes/No/NA

National Response Center (NTSB/FRA Notified): Yes/No/NA **Case #:** Enter NRC Case # here.

Transportation Operations Center (FTA Notified): Yes/No/NA ; Choose an item.

EVENT SUMMARY

Description of Event:

Provide a detailed description of the incident, including a clear sequence of events.

INVESTIGATION

# of Fatalities: Select #	**# of Serious Injuries:** Select #	**# of Other Injuries:** Select #	**# Pass on Transit:** Select #	**# Pass in POV:** Select #

Were vehicles towed from the scene due to disabling damages: Yes/No/NA

Damages to POV Veh ($):enter text	**Damages to Transit Veh ($):** enter text	**Total Damages ($):** enter text

Accident Evaluation Group Held? Yes/No/NA	**AEG Members:** enter text

Give a brief review of outcomes resulting from AEG: enter text

Corrective Action Plan: Enter the Corrective Action Plan (CAP) number.

FACTORS

1. Communication:		**7. Ped Treatments:**		**13. Weather Conditions:**	
2. Crossing Operation:		**8. Rules/Policies:**		**14. Work Environment:**	
3. Drug/Alcohol Use:		**9. Sight Lines:**		**15. Distracted Behavior:**	
4. Fatigue Management:		**10. Train Functionality:**		**16. Failure to Yield:**	
5. Lighting:		**11. Vehicle Speeds:**		**17. Medical Condition:**	
6. Location History:		**12. Warning Signage:**		**18. Other:**	

Give brief explanation of any contributing factors:

Enter text

DOCUMENTATION

UTA Police Report:		**Radio Recordings:**		**Vehicle Recorder Download:**	
External Police Report:		**Video Recordings:**		**Grade Crossing Download:**	
Medical Examiners report:		**Scene Photos:**		**Damage Estimates:**	
Employee Green Sheet:		**Controller Log:**		**Maintenance Records:**	
Supervisors Report:		**Drug/Alcohol Testing:**		**Operator Certification:**	
Witness Statements:		**Bulletins/Orders:**		**HOS of Service:**	
Measurements:		**Employee History:**		**Employee Injury Report:**	

Documentation Notes or Explanations:

Enter text

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INICIDENT DIAGRAM

Report compiled by: (Safety)	Name: Enter text here.	Date: Select Date	Signature:
Report Adopted by: (UDOT SSO)	Name: James W. Golden	Date:	Signature:

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B-7: TRAX SUPERVISOR'S ACCIDENT/INCIDENT REPORT FORM

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

Property #3			
Owner Name:	H Phone:	W Phone:	
Address:	City:	State:	Zip:
Describe Property:			
Extent of Damage:			
If the damaged property was a vehicle, was it towed?			

Number of Injured Parties:				
Injured #1				
Name:		H Phone:	W Phone:	
Address:		City:	State:	Zip:
Injured person was:(check one)		Driver (veh #)	Passenger (veh #)	Pedestrian
Sex:	DOB:	Transported:	If yes, where:	
Nature of the Injuries:				
Injured #2				
Name:		H Phone:	W Phone:	
Address:		City:	State:	Zip:
Injured person was:(check one)		Driver (veh #)	Passenger (veh #)	Pedestrian
Sex:	DOB:	Transported:	If yes, where:	
Nature of the Injuries:				
Injured #3				
Name:		H Phone:	W Phone:	
Address:		City:	State:	Zip:
Injured person was:(check one)		Driver (veh #)	Passenger (veh #)	Pedestrian
Sex:	DOB:	Transported:	If yes, where:	
Nature of the Injuries:				

Number of Witnesses:			
Witness #1			
Owner Name:	H Phone:	W Phone:	
Address:	City:	State:	Zip:
Witnesses Statement:			
Witness #2			
Owner Name:	H Phone:	W Phone:	
Address:	City:	State:	Zip:
Witnesses Statement:			
Witness #3			
Owner Name:	H Phone:	W Phone:	
Address:	City:	State:	Zip:
Witnesses Statement:			

First Report of Injury-			
Supervisor:		Date:	Time:
Drug Testing –			
Supervisor:			
Drug test ordered:	Type of test:	Date ordered:	Time ordered
Alcohol test done within 2 hours after accident?		If no, why not:	

Description of Accident/Incident (all items **must** be completed)			
Estimated Train speed:	Posted Speed:	Timetable Direction:	
Weather Conditions:	Road Surface Conditions:	Track Conditions:	
Light Conditions:			
Train was:	Vehicle #2 was:	Vehicle #3 was:	
Traffic Controls:	Last RailService signal : - if stop indication, was bypass authorized:	:	

Narratives	
Supervisors' Findings:	
Probable Cause:	

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

Accident/Incident Report Form

(Complete ALL fields)

Claim #: OFFICE USE ONLY | IF | LIAB | SUBRO | AL | FP | GL | ARC | RO

Cause Code:

TRANSIT VEHICLE INFORMATION

(Vehicle #1)

Camera Activation:
Did you manually activate the security camera? ☐ YES ☐ NO ☐ N/A explain:

Employee name:		Cell #:	Badge #:	
Employee's Supervisor:	Scene Supervisor:		Division:	
Accident Date:	Time:	TCC Notified: ☐ YES ☐ NO	Location:	City:
UTA Vehicle/Train #:	Block #:	Route/Run #:	# of Passengers:	# of Courtesy Cards:

Describe Damage to UTA Property:

POLICE INVESTIGATION

Police Investigation: Yes No	If no police investigation please explain why:
Police Department:	Case #: / Citation: Yes No
Officer's name:	To whom was citation issued:

OTHER VEHICLE INFORMATION

Vehicle #2	Vehicle #3
Driver Information Name: / Phone:	**Driver Information** Name: / Phone:
Address:	Address:
City: / State: / Zip:	City: / State: / Zip:
DL #: / State:	DL #: / State:
Insurer: / Policy #:	Insurer: / Policy #:
Vehicle Information / Plate #: / State:	**Vehicle Information** / Plate #: / State:
Year: / Make: / Model: / Color:	Year: / Make: / Model: / Color:
Owner Information Name: / Phone:	**Owner Information** Name: / Phone:
Address:	Address:
City: / State: / Zip:	City: / State: / Zip:
Describe Damage:	Describe Damage:

INJURY INFORMATION

Injured #1	Injured #2
Name: / Phone:	Name: / Phone:
Address:	Address:
City: / State: / Zip:	City: / State: / Zip:
CHECK ONE (indicate vehicle #) ☐ Driver (Veh #) ☐ Passenger (Veh #) ☐ Pedestrian	CHECK ONE (indicate vehicle #) ☐ Driver (Veh #) ☐ Passenger (Veh #) ☐ Pedestrian
Describe injury:	Describe injury:
Transported by ambulance: Yes No / Where:	Transported by ambulance: Yes No / Where:
If a UTA passenger he/she was: ☐ Boarding ☐ Alighting ☐ Standing ☐ Sitting	If a UTA passenger he/she was: ☐ Boarding ☐ Alighting ☐ Standing ☐ Sitting

PROPERTY DAMAGE INFORMATION - (other than vehicles)

Owner's Name: / Phone:	Describe the property and damage:
Address:	
City: / State: / Zip:	

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Recommendations:	

Describe UTA Vehicle Damage:

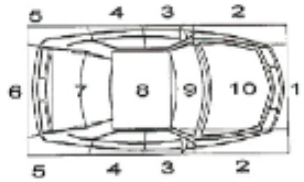
Accident Classifications - ☑ Check if applicable

If damage does not meet one of the criteria below – describe here:

Property Damage

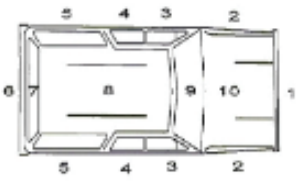
Enter the vehicle number in each applicable zone of damage using the zone key for the type of vehicle.

Passenger Vehicle



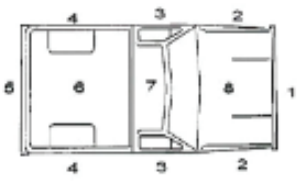
1	2	3	4	5	6	7	8	9	10
Bumper, Headlights, Grill	Fender, Wheel	Door, Glass, Pillar	Door, Glass, Pillar	Quarter Panel, Wheel	Bumper, Tail lights, Rear panel	Trunk, Floor Pan, Rear Glass	Roof	Windshield	Hood
15	6	11	11	12	13	15	6	8	3

Sport Utility Vehicle



1	2	3	4	5	6	7	8	9	10
Bumper, Headlights, Grill	Fender, Wheel	Door, Glass, Pillar	Door, Glass, Pillar	Quarter Panel, Wheel	Bumper, Tail lights, Rear panel	Trunk, Floor Pan, Rear Glass	Roof	Windshield	Hood
20	5	14	14	16	6	10	8	2	5

Pickup Truck



1	2	3	4	5	6	7	8
Bumper, Headlights, Grill	Fender, Wheel	Door, Glass, Pillars	Bedside, Wheel, Front Panel	Bumper, Tail lights, Rear panel	Inner Bed	Roof, Rear glass, Back panel	Hood, Cowl
19	9	20	12	11	8	12	9

Personal Injury

Put in the number of persons injured under each classification	Other Vehicle Passenger/Driver	UTA Passenger	Pedestrian
Class A: Bruising, Abrasions, Minor to Moderate Bleeding, Sprains and Strains:			
Class B: Unconsciousness, Fractures, Severe Bleeding:			
Class C: Death, Paralysis, Dismemberment:			
Totals:			

Accident Diagram

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

B-8: BUS SUPERVISORS ACCIDENT/INCIDENT REPORT FORM

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

Accident/Incident Report Form

(Complete ALL fields)

Claim #:
ARC | RO
Cause Code:

OFFICE USE ONLY

IF	LIAB	SUBRO
AL	FP	GL

TRANSIT VEHICLE INFORMATION

(Vehicle #1)

Operator name: | Badge #:

Supervisor: | Scene Supervisor:

Accident Date: | Military Time of accident: | Military Time reported: | Location: | City:

UTA Vehicle #: | Block #: | Route #: | # of Passengers: | # of Courtesy Cards:

Check Division								
	Operations	☐ 21 MBK	☐ 22 TIMP	☐ 23 MT OGD	☐ 24 CNTL	☐ 29 RVRS	☐ TRAX	☐ OTHER
	Maintenance	☐ 31 MBK	☐ 32 TIMP	☐ 33 MT OGD	☐ 34 CNTL	☐ 39 RVRS	☐ TRAX	

Describe Damage to UTA Property:

POLICE INVESTIGATION

Police Investigation: Yes No | Police Department: | Case #: | Citation: Yes No

Officer's name: | To whom was citation issued:

OTHER VEHICLE INFORMATION

Vehicle #2	Vehicle #3
Driver Information Name:	Phone:
Address:	
City:	State: Zip:
DL #:	State:
Insurer:	Policy #:
Vehicle Information	Plate #: State:
Year: Make:	Model: Color:
Owner Information Name:	Phone:
Address:	
City:	State: Zip:
Describe Damage:	

Vehicle #3
Driver Information Name: Phone:
Address:
City: State: Zip:
DL #: State:
Insurer: Policy #:
Vehicle Information Plate #: State:
Year: Make: Model: Color:
Owner Information Name: Phone:
Address:
City: State: Zip:
Describe Damage:

INJURY INFORMATION

Injured #1	Injured #2
Name: Phone:	Name: Phone:
Address:	Address:
City: State: Zip:	City: State: Zip:
CHECK ONE (indicate vehicle #)	CHECK ONE (indicate vehicle #)
☐ Driver (Veh #) ☐ Passenger (Veh #) ☐ Pedestrian	☐ Driver (Veh #) ☐ Passenger (Veh #) ☐ Pedestrian
Describe injury:	Describe injury:
Transported by ambulance: Yes No Where:	Transported by ambulance: Yes No Where:
If a UTA passenger he/she was:	If a UTA passenger he/she was:
☐ Boarding ☐ Alighting ☐ Standing ☐ Sitting	☐ Boarding ☐ Alighting ☐ Standing ☐ Sitting
If a UTA passenger was he/she carrying anything: Yes No	If a UTA passenger was he/she carrying anything: Yes No
If yes, what?	If yes, what:

PROPERTY DAMAGE INFORMATION - (other than vehicles)

Owner's Name: Phone:	Describe the property and damage:
Address:	
City: State: Zip:	

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

DESCRIPTION OF ACCIDENT/INCIDENT

Weather Conditions:	clear	cloudy	raining (light	heavy)	snowing (light	heavy)	fog (light	heavy)	
Road Surface Conditions:	dry	wet	muddy	snowy	icy	oily	other:		
Light Conditions:	daylight	dawn or dusk	darkness (street lights)	darkness (no street lights)					
Bus was:	stopped	stopping	starting	changing lanes	moving to curb	moving from curb	turning left	turning right	going straight
Vehicle #2 was:	stopped	stopping	starting	changing lanes	moving to curb	moving from curb	turning left	turning right	going straight
Vehicle #3 was:	stopped	stopping	starting	changing lanes	moving to curb	moving from curb	turning left	turning right	going straight
Traffic Controls:	traffic signal	stop sign	yield sign	police officer	none	other:			

What happened:

(Attach a separate sheet if more room is needed)

ACCIDENT DIAGRAM

Vehicle	Bus #1	#2	#3
Travel Speed			
Posted Speed			

Indicate North with an arrow in the circle.

Employee Signature:		Date:
Dispatcher/Supervisor Signature: **This form has been completed correctly.**	Time:	Date:

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

B-9: EMPLOYEE ACCIDENT /INCIDENT REPORT FORM PAGE

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

UTA - EMPLOYEE'S FIRST REPORT OF INJURY

THIS REPORT MUST BE FILLED OUT COMPLETELY AND SIGNED BY THE INJURED EMPLOYEE IMMEDIATELY AFTER AN INJURY. FAILURE TO PROPERLY COMPLETE THIS FORM MAY RESULT IN DENIAL OF BENEFITS. SUPERVISOR TO IMMEDIATELY GIVE THIS FORM TO THE WORKERS COMPENSATION ADMINISTRATOR, TRICIA MCDONALD, IN THE OFFICE OF GENERAL COUNSEL, CLAIMS UNIT AT MEADOWBROOK, BLDG #1.

I. EMPLOYEE INFORMATION

Name _____ Date of Birth _____

Home Address _____
(number/street) (city) (zip code)

Hm phone # _____ Cell # _____ Social Security # _____ Badge ID # _____

Job Title _____ Average # of Hours worked per week _____ Hourly Wage $_____

Division/Department _____ Direct Supervisor _____

II. DEPENDENT INFORMATION

Name(s) and birth date(s) of spouse and dependents under age 18:

NAME	RELATIONSHIP	BIRTH DATE

III. ACCIDENT INFORMATION

Date of Accident: _____ Hour of Day _____ Time Reported _____ Hour shift began _____

Did you leave work due to accident? _____ If so, give date _____

Have you returned to work? _____ If so, give date _____

Give exact location of accident _____ Bus # _____

Describe accident in detail (how did it happen?) _____

How could this accident have been prevented? _____

IV. INJURY INFORMATION

Describe your injury in detail: _____

Have or will you seek medical care for this injury? _____ Physician or Hospital: _____

Medical treatment received: _____

Next scheduled appointment: _____

COMPLETE OTHER SIDE →

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

V. PREVIOUS MEDICAL TREATMENT (providing incomplete information may constitute fraud)

Have you injured or had pain/symptoms in this area before? Yes_____ No _____

If yes, please explain: _____

_____

_____

Please list all medical practitioners or facilities previously involved with treatment of this area. _____

_____

_____

VI. EMPLOYEE SIGNATURE

WORKERS'S COMPENSATION INFORMATION

- **"Any person who knowingly presents false or fraudulent underwriting information, files or causes to be filed a false or fraudulent claim for disability compensation or medical benefits, or submits a false or fraudulent report or billing for health care fees or other professional services is guilty of a crime and may be subject to fines and confinement in state prison."**
- The first three days of lost time for an on-the-job injury are not compensated unless you are off duty more than two weeks. You may use accrued sick leave or vacation time for those first three days.
- If your doctor releases you to modified or light duty, and modified or light duty is available, acceptance is mandatory. Failure to accept light duty will result in loss of compensation benefits.
- It is your responsibility to contact your supervisor and dispatch regularly to let them know of your work status.
- It is your responsibility to make sure your time is properly coded for worker's compensation time, vacations, and holidays. Contact your supervisor at least weekly.

I have read and understand the above information. The information I have provided on this form is true and accurate.

Employee signature: _____ Date: _____

VII. SUPERVISOR'S VERIFICATION

I have reviewed this report. I will complete a supervisor's report and submit it to the Office of General Counsel, Claims Unit immediately.

Signature of supervisor verifying the report: _____ Date: _____

QUESTIONS OR CONCERNS ABOUT THIS REPORT SHOULD BE DIRECTED TO TRICIA MCDONALD ext. 2311 OR 287-4534.

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

B-10: Rail Service Center Safety Checklists/Audit Forms

Forms on the following two pages.

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

UTA TRAX

Jordan River Rail Service Center, 2264 South 900 West, Salt Lake City, UT 84119

S70 Daily Preventive Maintenance Inspection

Vehicle Number		**Inspection Date**	
Work Order Number		**Mileage**	

WARNING: TO PREVENT SERIOUS INJURY, ALL PERSONNEL DIRECTLY OR INDIRECTLY INVOLVED WITH THE INSPECTION, MAINTENANCE, REPAIR, AND OPERATION OF THESE VEHICLES MUST FOLLOW THE FOLLOWING PRECAUTIONS:

1. Observe all Utah Transit Authority safety rules and regulations.
2. The vehicle must be located in the assigned maintenance area or authorized track.
3. Ensure that the wheels are chocked when working on the brake system.
4. The vehicle must be keyed down, pantograph down and auxiliary off when working on roof or under the vehicle.
5. The catenary power must be removed and low voltage isolated. The stinger and shop track disconnect switch must be locked and red tag when working on roof and when handling equipment electrical connections or when checking electrical continuity.
6. Ensure that the area is well ventilated when working with materials that produce dangerous fumes and wear protective gear when handling materials that are injurious to the skin or eyes.
7. To protect against flying debris, wear protective gear when cleaning using compressed air.
8. When handling heavy components, it is your responsibility to select a lifting apparatus of adequate type and capacity for the weight and size involved.
9. When fasteners removed from car equipment are not satisfactory for re-use, care must be taken to select replacements that match the originals.
10. Follow all WARNINGS, CAUTIONS and NOTES found throughout S70 RUNNING MAINTENANCE MANUAL.

SPECIAL INSTRUCTIONS:

1. Fill in Badge #, Name, Signature, Initial and Date in BLACK or BLUE ink in the space provided below.
2. Fill in initials in BLACK or BLUE ink besides EACH inspection task you completed.
3. Make comments in the space provided at the end of the inspection. Identify the comment to the specific inspection line number.
4. Findings requiring a repair must be reported immediately to the supervisor.
5. Report material shortages to the supervisor.
6. Report damaged or missing tools.
7. Clean up your work area.

Badge #	Inspector's Name	Signature	Initial	Date

Line	Inspection	A-End	B-End
1.	**Check the Headlights and the Railroad Light for proper operation\condition.**	_____	_____
2.	Check the Marker Lights and the Brake\ Tail\ Turn Lights for proper operation and condition.	_____	_____
3.	Check the Vehicle Fault Light (White), the Brakes Status Light (Red), and the Door Status Light (Yellow) for proper operation and condition.	_____	_____
4.	Verify proper operation of the HVAC System.	_____	_____
5.	Verify illumination and proper operation of all Destination signs and Train Number signs.	_____	_____
6.	Verify the Cab Light for proper operation.	_____	_____
7.	Check the Radio for proper operation.	_____	_____
8.	Verify the presence of the Fire Extinguisher.	_____	_____
9.	Check P.A. System, Passenger Intercom System and Automated Message System for proper operation.	_____	_____
10.	Check the VOD Display Function.	_____	_____
11.	Check the camera display for proper operation.	_____	_____
12.	Check if Bypass seals are installed and intact.	_____	_____
13.	Perform a Console Lamp Test.	_____	_____

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

UTA TRAX

Jordan River Rail Service Center, 2264 South 900 West, Salt Lake City, UT 84119

S70 Daily Preventive Maintenance Inspection

Line	Inspection	A-End	B-End
14.	Verify proper operation of all Cab Pushbuttons and Foot pedals (Including Horn & Gong).	_____	_____
15.	Check the Sanding system for proper operation.	_____	_____
16.	Verify the operation of the Track Brakes.	_____	_____
17.	Verify proper operation and quality of the Windshield Wipers and Washer.	_____	_____
18.	Fill washer reservoir and inspect washer tubing for damage or loose connection to nozzle.	_____	_____
19.	Verify proper operation and illumination of all Doors, Door Pushbuttons, Warning Lights & Buzzer.	_____	_____
20.	Verify all Interior and Exterior Consoles and Panels are secure.	_____	_____
21.	Check the Hand Rails and Stanchions for damage or loose fit.	_____	_____
22.	Check the Passenger Seats and Cushions for missing hardware and cuts or tears. Replace the cushions if necessary.	_____	_____
23.	Check the level of sand in Sand boxes.	_____	_____
24.	Check the Passenger Windows for damages and graffiti.	_____	_____
25.	Check the Passenger Lights for normal operation.	_____	_____
26.	Inspect Coupler's Mechanical and Electrical Head for damage.	_____	_____
27.	Visually Inspect the Wheel-sets for completeness or damage.		

_____ A-truck _____ C-truck _____ B-truck

Vehicle Finding Log:

Item #	Finding	Logged By:		Status (Work Order Number)
		Badge	Initial	

This certifies that light rail vehicle # _____ was inspected and found to present no potential safety hazards. No items requiring repairs for safe operation exist except as noted. Findings found are described in the Vehicle Finding Log.

Supervisor's Signature: _____ Date: _____

Supervisors' Name: _____ Badge #: _____

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

B-11: ROADWAY WORKER PROTECTION SPOT CHECK FORM

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

UTA

RWP Spot Check Form

v1.0

Examiner	
Ex. Badge	

Site Information

Date (m/d/yy)		Street Address		*Use full address, or long/lat.*
Time (24h)				

Track Access

RWIC Name		Rail System	[ ] FrontRunner	Permit in Use?	Y / N
RWIC Badge			[ ] Trax	Permit Number	
Description of Work:				Permit Holder	
				Permit Activated/Track Accessed Correctly?	Y / N
				If no, describe:	

On Track Safety Type (Check all that apply)		Exclusive Track Occupancy (check all that apply)	
[ ] Exclusive Track Occupancy	[ ] Inaccessible Track	[ ] Yellow/Red Flag with Form B	[ ] Y/R without Form B
[ ] Individual Train Detection (ITD)	[ ] Flagger	[ ] Track Removed from Service	[ ] Track and Time
[ ] Watchman/Lookout		[ ] Train Coordination	[ ] Foul Time
Flag Placement correct? if applicable	Y / N	[ ] Trax Exclusive Track Occupancy	[ ] Stop and Hold

Employee RWP Material Requirements

Employee Name		Emp. Badge		RWP Role (Worker, Watchman, RWIC, etc.)
Department Name		Dept. No.		

RWP Card/Sticker		Record Of Briefing			PPE Worn		
[ ] Current and Correct	[ ] Lacking Cert for role	[ ] Complete	[ ] Illegible	[ ] None	[ ] Hard-Hat	[ ] Eyewear	[ ] Earwear
[ ] Expired	[ ] Missing	[ ] Incomplete/Incorrect			[ ] Gloves	[ ] Other: _____	

Employee RWP Knowledge Check

Can ID Roadway Worker in Charge?	Y / N	Can ID Working Limits?	Y / N
Can ID Watchmen/Flaggers?	Y / N	Can describe Train Approach Warning?	Y / N
Can ID Predetermined Place of Safety?	Y / N		

Employee Spot Check Status

Spot Check Status (include role info from back of form, if applicable)		Mitigation Type	
[ ] No Issues	[ ] Minor Mitigation (Complete)	[ ] Individual Coaching	[ ] Individual(s) Removed from Site
[ ] Major Mitigation	[ ] Minor Mitigation (Pending)	[ ] Group Coaching	[ ] Temporary Work Stop
Mitigation Description (Include issue being mitigated and mitigation)		[ ] Site Shutdown	[ ] Other: _____
More space on back		General comments	
		More space on back	

Sect

Examiner Signature:	_____	Date: _____

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

Employee name, badge, and date is required on all pages of this form

Employee		Employee Badge		Date	

Advanced Roles (as applicable)

Watchman/Lookout

100% Attention on Duty?	Y / N
Watchman Correctly Positioned?	[ ] Yes
[ ] No - Bad Sightlines	[ ] No - Unsafe
[ ] No - Not in position	[ ] Other: _____
Workgroup is cleared correctly?	Y / N
Sightlines	[ ] Watchman can explain sight requirements
	[ ] Watchman cannot explain sight requirements
	[ ] Sightlines are incorrectly calculated

Train Approach Warning in use (use mitigation comments for issues)

[ ] Phrase [ ] Whistle [ ] Airhorn

[ ] Visual [ ] Physical [ ] Other: _____

Flagger

Flagger Correctly Positioned?	
[ ] Yes	[ ] No - Unsafe
[ ] No - Bad Sightlines	[ ] No - Not in Position
[ ] No - Insufficient Distance from Grou	[ ] Other: _____

Lone Worker

Lone Worker using appropriate On-Track Safety typ	Y / N

Rail Maintenance Machine Operator

RMM Operator trained in vehicle being used?	Y / N
Equipment inspected at beginning of shift?	Y / N
RMM has 20 foot clearance?	Y / N
RMM is movement is safe?	Y / N

If not, describe:

Roadway Worker In Charge (RWIC)

Briefings	[ ] Provided correctly	[ ] Not provided correctly

If not, describe:

Certifications	[ ] All workers certified	[ ] 1+ workers not certifie
Safety Culture - Is safety placed first?		Y / N

If not, describe:

Radio requirement for FLAGGER, LONE WORKER, or RWIC

Radio Status	
[ ] Radio on and tuned correctly	[ ] Radio not tuned
[ ] Radio not on (or not charged)	[ ] No radio

This space provided for addition comments (general comments or mitigation comments - please indicate which is being used)

Sec

Please sign and date both sides of the form

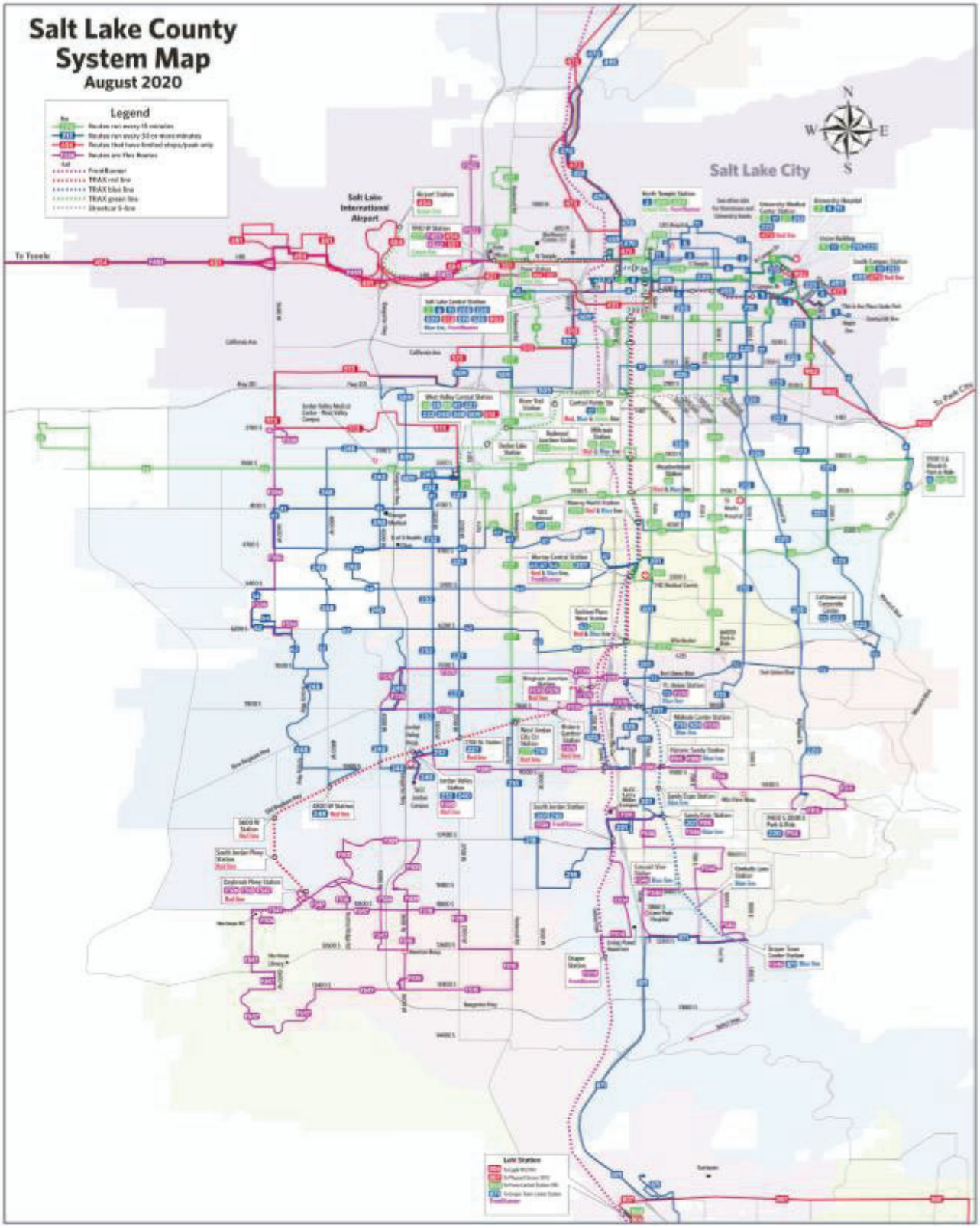
Examiner Signature: _____ Date: _____

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

Appendix C: System Maps

DocuSign Envelope ID: 1104D423-1D22-4307-8FBA-2158B07F4A4E

C-1: SALT LAKE BUS SYSTEM MAP



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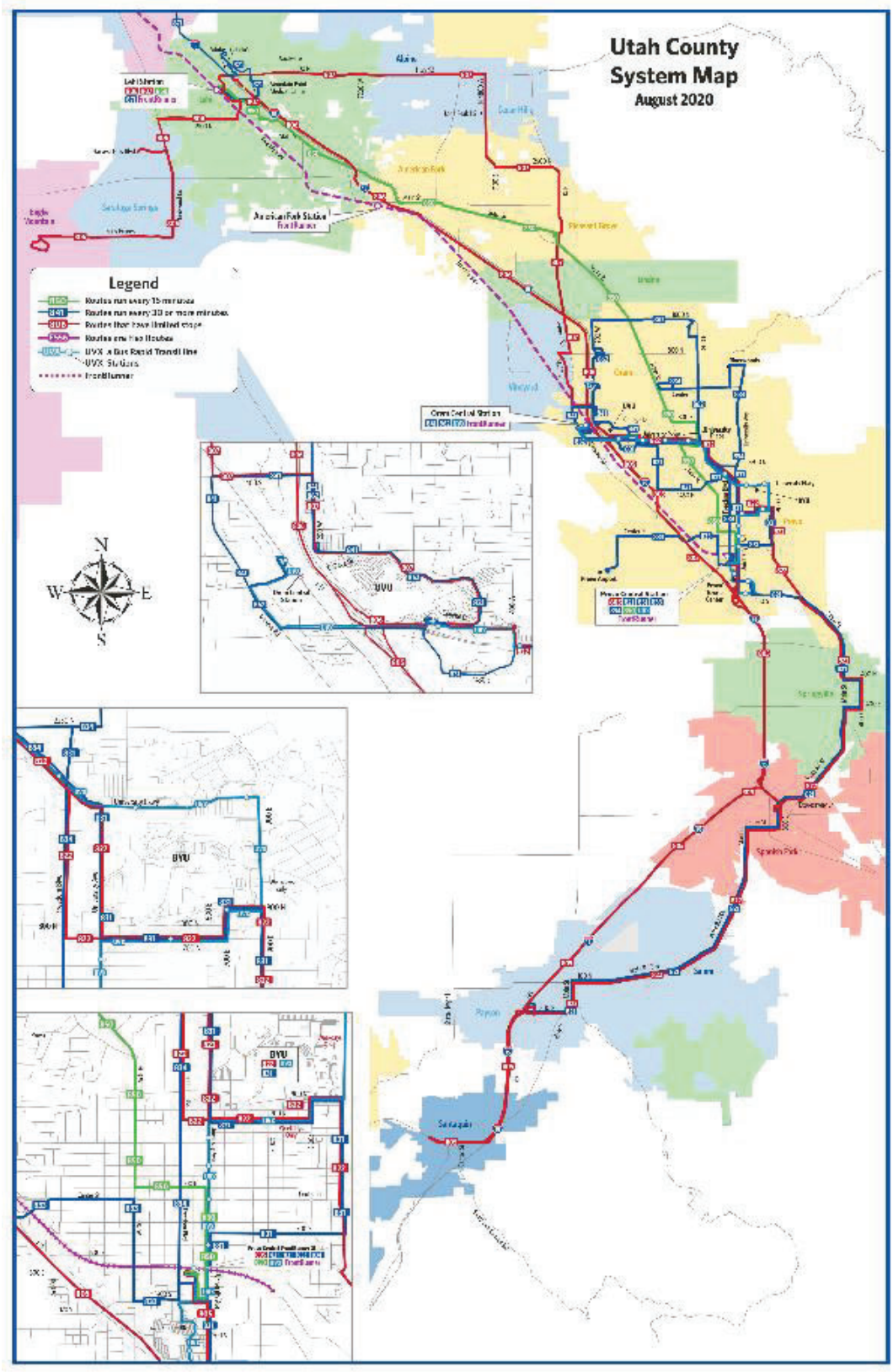
C-2: UTAH COUNTY SYSTEM MAP



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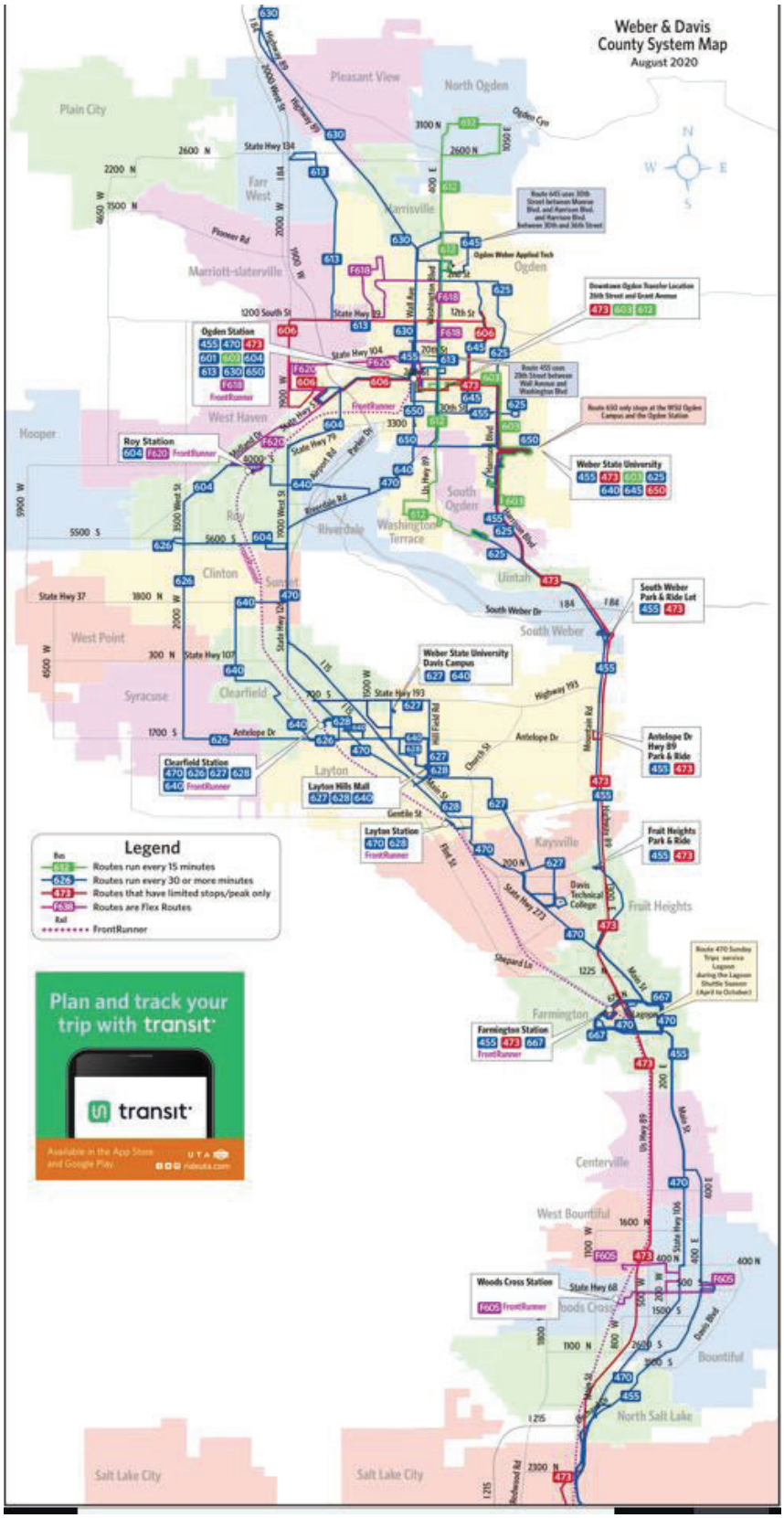
C-3: WEBER, NORTH DAVIS AND BOX ELDER COUNTY SYSTEM MAP



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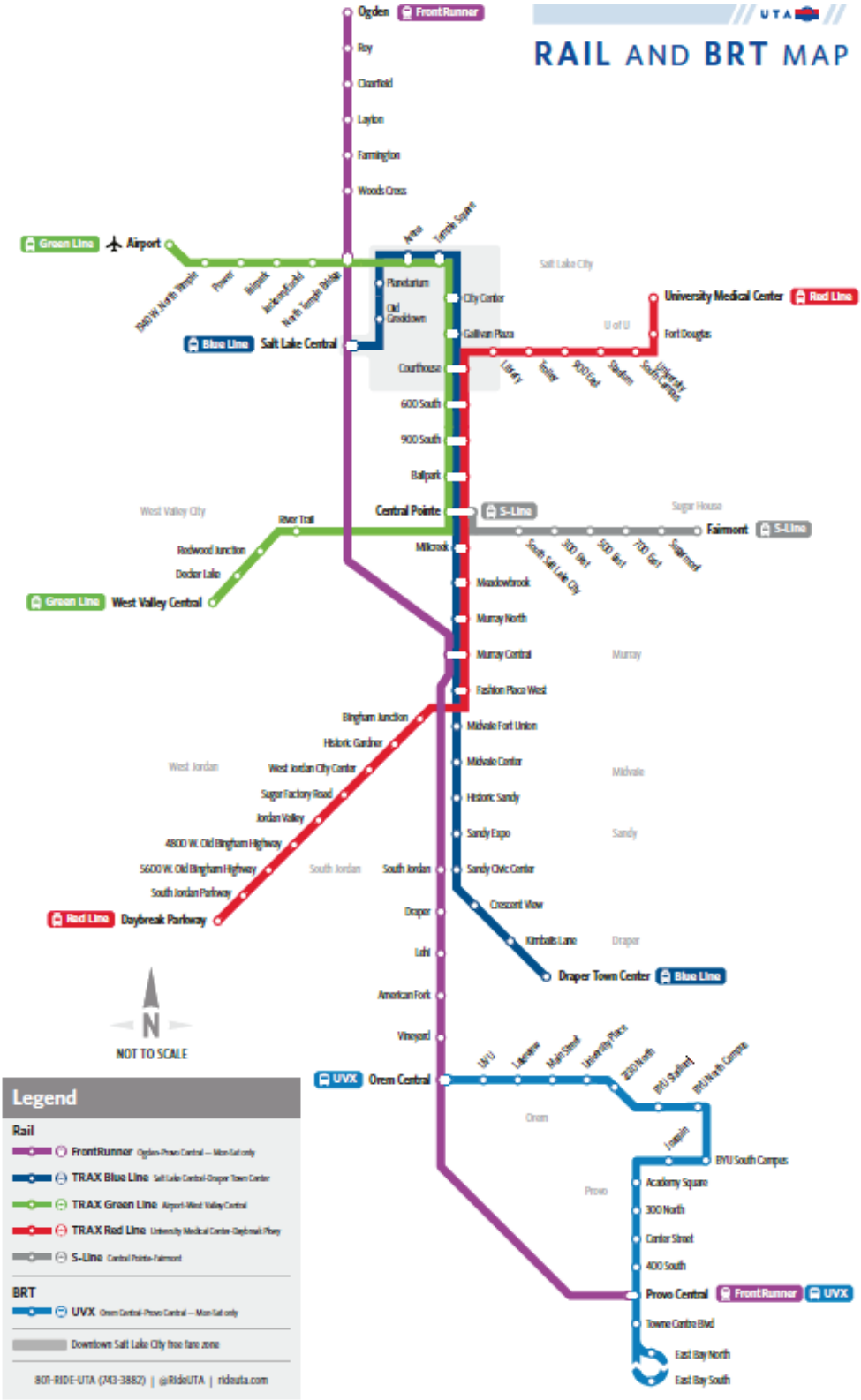
C-4: RAIL (TRAX AND FRONTRUNNER) AND UVX MAP



669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Cherryl Beveridge, CEO
PRESENTER(S):	Kevin Anderson, Director of Maintenance Support Guy Miner, Facility Maintenance Manager

TITLE:

Contract: Janitorial Services for all UTA Office and Maintenance Facilities (Merchants Building Maintenance)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve Contract Number 22-03608 and authorize Executive Director to execute contract and associated disbursements with Merchants Building Maintenance to provide janitorial service to all UTA office and maintenance facilities for the amount of $5,532,995.86 (including 2 option years) .

BACKGROUND:
The current Janitorial contract has expired and has been rebid to cover services for three years with an option to continue services for an additional two years.

DISCUSSION:
UTA Staff is requesting approval of Contract Number 22-03608 to award UTAs three-year Janitorial Contract to Merchants Building Maintenance in the amount of $3,242,808. The contract also contains two additional one-year options to be exercised at UTA's sole discretion in the amounts of $1,128,171.36 and $1,162,016.50 respectively.

Merchants Building Maintenance has been in business since 1961. They have 17 regional offices and are one of the largest providers of janitorial services in the Southwestern United States. They service office buildings, schools, universities, medical buildings, manufacturing facilities, retail buildings and financial institutions. Merchants has held a UTA contract for cleaning a portion of UTA facilities for the last five years and has delivered excellent service at an excellent price. The size of the company, favorable service history and lowest bid of ten contenders demonstrates best value for janitorial services. UTA Staff is confident that Merchants

Building Maintenance will continue to provide UTA with the best service at the best price.

This contract has been identified as Contract Number 22-03608 and is funded in the 2022 - 2025 Facilities Operations Budget.

CONTRACT SUMMARY:

Contractor Name:	Merchants Building Maintenance
Contract Number:	22-0368
Base Contract Effective Dates:	Effective Date through - 30 September 2025
Extended Contract Dates:	Option 1: October 1, 2025 through September 30, 2026. Option 2: October 1, 2026 thru September 30, 2027.
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	$3,242,808 for base 3 years with two one-year priced options for $1,128, 171.36 and $1,162,016.50 respectively. The total price for all 5 years if both options are exercised is $5,532,995.86.
Procurement Method:	RFP
Budget Authority:	Local/Facilities Operations Budget

ALTERNATIVES:

There are no feasible alternatives.

FISCAL IMPACT:

Funds are budgeted locally in the Facilities Operations Budget

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ATTACHMENTS:

1) Contract

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PROFESSIONAL SERVICES AGREEMENT

UTA CONTRACT #22-03608JD
Janitorial for UTA Buildings

This Professional Services Agreement is entered into and made effective as of the date of last signature below (the "Effective Date") by and between UTAH TRANSIT AUTHORITY**,** a public transit district organized under the laws of the State of Utah ("UTA"), and Merchants Building Maintenance("Contractor ").

RECITALS

WHEREAS, UTA desires to hire professional services for Janitorial for UTA Buildings.

WHEREAS, On August 16, 2022, UTA issued Request for Proposal Package Number 22-03608 ("RFP") encouraging interested parties to submit proposals to perform the services described in the RFP**.**

WHEREAS, Upon evaluation of the proposals submitted in response to the RFP, UTA selected Contractor as the preferred entity with whom to negotiate a contract to perform the Work.

WHEREAS, Contractor is qualified and willing to perform the Work as set forth in the Scope of Services.

AGREEMENT

NOW, THEREFORE, in accordance with the foregoing Recitals, which are incorporated herein by reference, and for and in consideration of the mutual covenants and agreements hereafter set forth, the mutual benefits to the parties to be derived here from, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. **SERVICES TO BE PROVIDED**

   a. Contractor shall perform all Work as set forth in the Scope of Services (Exhibit A) . Except for items (if any) which this Contract specifically states will be UTA-provided, Contractor shall furnish all the labor, material and incidentals necessary for the Work.

   b. Contractor shall perform all Work under this Contract in a professional manner, using at least that standard of care, skill and judgment which can reasonably be expected from similarly situated professionals.

   c. All Work shall conform to generally accepted standards in the transit industry. Contractor shall perform all Work in compliance with applicable laws, regulations, rules, ordinances, permit constraints and other legal requirements including, without limitation, those related to safety and environmental protection.

   d. Contractor shall furnish only qualified personnel and materials necessary for the performance of the Work.

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e. When performing Work on UTA property, Contractor shall comply with all UTA work site rules including, without limitation, those related to safety and environmental protection.

2. MANAGEMENT OF WORK

a. Contractor 's Project Manager will be the day-to-day contact person for Contractor and will be responsible for all Work, as well as the coordination of such Work with UTA.

b. UTA's Project Manager will be the day-to-day contact person for UTA, and shall act as the liaison between UTA and Contractor with respect to the Work. UTA's Project Manager shall also coordinate any design reviews, approvals or other direction required from UTA with respect to the Work.

3. PROGRESS OF WORK

a. Contractor shall prosecute the Work in a diligent and continuous manner and in accordance with all applicable notice to proceed, critical path schedule and guaranteed completion date requirements set forth in (or developed and agreed by the parties in accordance with) the Scope of Services.

b. Contractor shall conduct regular meetings to update UTA's Project Manager regarding the progress of the Work including, but not limited to, any unusual conditions or critical path schedule items that could affect or delay the Work. Such meetings shall be held at intervals mutually agreed to between the parties.

c. Contractor shall deliver monthly progress reports and provide all Contract submittals and other deliverables as specified in the Scope of Services.

d. Any drawing or other submittal reviews to be performed by UTA in accordance with the Scope of Services are for the sole benefit of UTA, and shall not relieve Contractor of its responsibility to comply with the Contract requirements.

e. UTA will have the right to inspect, monitor and review any Work performed by Contractor hereunder as deemed necessary by UTA to verify that such Work conforms to the Contract requirements. Any such inspection, monitoring and review performed by UTA is for the sole benefit of UTA, and shall not relieve Contractor of its responsibility to comply with the Contract requirements.

f. UTA shall have the right to reject Work which fails to conform to the requirements of this Contract. Upon receipt of notice of rejection from UTA, Contractor shall (at its sole expense and without entitlement to equitable schedule relief) promptly re-perform, replace or re-execute the Work so as to conform to the Contract requirements.

g. If Contractor fails to promptly remedy rejected Work as provided in Section 4.6, UTA may (without limiting or waiving any rights or remedies it may have) perform necessary corrective action using other Contractor s or UTA's own forces. Any costs reasonably incurred by UTA in such corrective action shall be chargeable to Contractor .

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4. **PERIOD OF PERFORMANCE**

This Contract shall commence as of the Effective Date. This Contract shall remain in full force and effect for an initial three (3)- year period expiring September 30, 2025. UTA may, at its sole election and in its sole discretion, extend the initial term for up to two (2) additional one-year option periods, for a total Contract period not to exceed five (5) years. Extension options may be exercised by UTA upon providing Contractor with notice of such election at least thirty (30) days prior to the expiration of the initial term or then-expiring option period (as applicable). This Contract may be further extended if the Contractor and UTA mutually agree to an extension evidenced in writing. The rights and obligations of UTA and Contractor under this Contract shall at all times be subject to and conditioned upon the provisions of this Contract.

5. **COMPENSATION**

a. For the performance of the Work, UTA shall pay Contractor in accordance with the payments provisons described in Exhibit B. Payments shall be made in accordance with the milestones or other payment provisions detailed in Exhibit B. If Exhibit B does not specify any milestones or other payment provisions, then payment shall be made upon completion of all Work and final acceptance thereof by UTA.

b. To the extent that Exhibit B or another provision of this Contract calls for any portion of the consideration to be paid on a cost-reimbursement basis, such costs shall only be reimbursable to the extent allowed under 2 CFR Part 200 Subpart E. Compliance with federal cost principles shall apply regardless of funding source for this Contract.

c. To the extent that Exhibit B or another provision of this Contract calls for any portion of the consideration to be paid on a time and materials or labor hour basis, then Contractor must refer to the not-to-exceed amount, maximum Contract amount, Contract budget amount or similar designation (any of these generically referred to as the "Not to Exceed Amount") specified in Exhibit B (as applicable). Unless and until UTA has notified Contractor by written instrument designated or indicated to be a Change Order that the Not to Exceed Amount has been increased (which notice shall specify a revised Not to Exceed Amount): (i) Contractor shall not be obligated to perform services or incur costs which would cause its total compensation under this Contract to exceed the Not to Exceed Amount; and (ii) UTA shall not be obligated to make payments which would cause the total compensation paid to Contractor to exceed the Not to Exceed Amount.

d. UTA may withhold and/or offset from payment any amounts reasonably reflecting: (i) items of Work that have been rejected by UTA in accordance with this Contract; (ii) invoiced items that are not payable under this Contract; or (iii) amounts Contractor owes to UTA under this Contract.

6. **INCORPORATED DOCUMENTS**

a. The following documents hereinafter listed in chronological order, with most recent document taking precedence over any conflicting provisions contained in prior documents (where applicable), are hereby incorporated into the Contract by reference and made a part hereof:

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1. The terms and conditions of this Professional Services Supply Agreement (including any exhibits and attachments hereto).
2. UTA's RFP including, without limitation, all attached or incorporated terms, conditions, federal clauses (as applicable), drawings, plans, specifications and standards and other descriptions of the Professional Services;
3. Contractor 's Proposal including, without limitation, all federal certifications (as applicable);

b. The above-referenced documents are made as fully a part of the Contract as if hereto

7. **ORDER OF PRECEDENCE**

The Order of Precedence for this contract is as follows:

1. UTA Contract including all attachments
2. UTA Terms and Conditions
3. UTA Solicitation Terms
4. Contractor ’s Bid or Proposal including proposed terms or conditions

Any Contractor /contractor tproposed term or condition which is in conflict with a UTA contract or solicitation term or condition will be deemed null and void.

8. **CHANGES**

a. UTA’s Project Manager or designee may, at any time, by written order designated or indicated to be a Change Order, direct changes in the Work including, but not limited to, changes:

1. In the Scope of Services;
2. In the method or manner of performance of the Work; or
3. In the schedule or completion dates applicable to the Work.

To the extent that any change in Work directed by UTA causes an actual and demonstrable impact to: (i) Contractor ’s cost of performing the work; or (ii) the time required for the Work, then (in either case) the Change Order shall include an equitable adjustment to this Contract to make Contractor whole with respect to the impacts of such change.

b. A change in the Work may only be directed by UTA through a written Change Order or (alternatively) UTA’s expressed, written authorization directing Contractor to proceed pending negotiation of a Change Order. Any changes to this Contract undertaken by Contractor without such written authority shall be at Contractor ’s sole risk. Contractor shall not be entitled to rely on any other manner or method of direction.

c. Contractor shall also be entitled to an equitable adjustment to address the actual and demonstrable impacts of “constructive” changes in the Work if: (i) subsequent to the Effective Date of this Contract, there is a material change with respect to any requirement

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set forth in this Contract; or (ii) other conditions exist or actions are taken by UTA which materially modify the magnitude, character or complexity of the Work from what should have been reasonably assumed by Contractor based on the information included in (or referenced by) this Contract. In order to be eligible for equitable relief for "constructive" changes in Work, Contractor must give UTA's Project Manager or designee written notice stating:

A. The date, circumstances, and source of the change; and

B. That Contractor regards the identified item as a change in Work giving rise to an adjustment in this Contract.

Contractor must provide notice of a "constructive" change and assert its right to an equitable adjustment under this Section within ten (10) days after Contractor becomes aware (or reasonably should have become aware) of the facts and circumstances giving rise to the "constructive" change. Contractor 's failure to provide timely written notice as provided above shall constitute a waiver of Contractor 's rights with respect to such claim.

d. As soon as practicable, but in no event longer than 30 days after providing notice, Contractor must provide UTA with information and documentation reasonably demonstrating the actual cost and schedule impacts associated with any change in Work.Equitable adjustments will be made via Change Order. Any dispute regarding the Contractor 's entitlement to an equitable adjustment (or the extent of any such equitable adjustment) shall be resolved in accordance with Article 21 of this Contract.

9. INVOICING PROCEDURES

a. Contractor shall invoice UTA after achievement of contractual milestones or delivery of all Goods and satisfactory performance of all Services. Contractor shall submit invoices to ap@rideuta.com for processing and payment. In order to timely process invoices, Contractor shall include the following information on each invoice:
   i. Contractor Name
   ii. Unique Invoice Number
   iii. PO Number
   iv. Invoice Date
   v. Detailed Description of Charges
   vi. Total Dollar Amount Due

b. UTA shall have the right to disapprove (and withhold from payment) specific line items of each invoice to address non-conforming Goods or Services. Approval by UTA shall not be unreasonably withheld. UTA shall also have the right to offset (against payments) amounts reasonably reflecting the value of any claim which UTA has against Contractor under the Contract. Payment for all invoice amounts not specifically disapproved or offset by UTA shall be provided to Contractor within thirty (30) calendar days of invoice submittal.

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10. **OWNERSHIP OF DESIGNS, DRAWINGS, AND WORK PRODUCT**

Any deliverables prepared or developed pursuant to the Contract including without limitation drawings, specifications, manuals, calculations, maps, sketches, designs, tracings, notes, reports, data, computer programs, models and samples, shall become the property of UTA when prepared, and, together with any documents or information furnished to Contractor and its employees or agents by UTA hereunder, shall be delivered to UTA upon request, and, in any event, upon termination or final acceptance of the Professional Services. UTA shall have full rights and privileges to use and reproduce said items. To the extent that any deliverables include or incorporate preexisting intellectual property of Contractor , Contractor hereby grants UTA a fully paid, perpetual license to use such intellectual property for UTA's operation, maintenance, modification, improvement and replacement of UTA's assets. The scope of the license shall be to the fullest extent necessary to accomplish those purposes, including the right to share same with UTA's Contractor s, agent, officers, directors, employees, joint owners, affiliates and contractor s.

11. **USE OF SUBCONTRACTOR S**

a. Contractor shall give advance written notification to UTA of any proposed subcontract (not indicated in Contractor 's Proposal) negotiated with respect to the Work. UTA shall have the right to approve all subContractor s, such approval not to be withheld unreasonably.

b. No subsequent change, removal or substitution shall be made with respect to any such subcontractor without the prior written approval of UTA.

c. Contractor shall be solely responsible for making payments to subContractor s, and such payments shall be made within thirty (30) days after Contractor receives corresponding payments from UTA.

d. Contractor shall be responsible for and direct all Work performed by subContractor s.

e. Contractor agrees that no subcontracts shall provide for payment on a cost-plus-percentage-of-cost basis. Contractor further agrees that all subcontracts shall comply with all applicable laws.

12. **KEY PERSONNEL**

Contractor shall provide the key personnel as indicated in Contractor 's Proposal (or other applicable provisions of this Contract), and shall not change any of said key personnel without the express written consent of UTA. The following inviduals are concerned to be key personnel under this contract.

Facilities Maintenance Manger: Guy Miner

Facilities Maint. Supervisor: Johnny Johnson – Provo FR Hub, Timpanogos, FLHQ, Mobility, Police Bldg,

Facilities Maint. Supervisor: Clay Mecham – Salt Lake Intermodal, Beck Street, Warm Springs, Ogden Transit, Mt. Ogden, Central

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Facilities Maint. Supervisor: Dallan Ward – Jordan River, Midvale Rail, Roadhouse,

Facilities Maint. Supervisor: Rodney Wilson – Riverside & Meadowbrook

If the contractor changed key personnel without the express written permission of UTA, it shall be in default of the contract and liable for default damages .

13. **SUSPENSION OF WORK**

a. UTA may, at any time, by written order to Contractor , require Contractor to suspend, delay, or interrupt all or any part of the Work called for by this Contract. Any such order shall be specifically identified as a "Suspension of Work Order" issued pursuant to this Article. Upon receipt of such an order, Contractor shall immediately comply with its terms and take all reasonable steps to minimize the incurrence of further costs allocable to the Work covered by the order during the period of Work stoppage.

b. If a Suspension of Work Order issued under this Article is canceled, Contractor shall resume Work as mutually agreed to in writing by the parties hereto.

c. If a Suspension of Work Order is not canceled and the Work covered by such order is terminated for the convenience of UTA, reasonable costs incurred as a result of the Suspension of Work Order shall be considered in negotiating the termination settlement.

d. If the Suspension of Work causes an increase in Contractor 's cost or time to perform the Work, UTA's Project Manager or designee shall make an equitable adjustment to compensate Contractor for the additional costs or time, and modify this Contract by Change Order.

14. **TERMINATION**

a. **FOR CONVENIENCE**:

UTA shall have the right to terminate the Contract at any time by providing written notice to Contractor . If the Contract is terminated for convenience, UTA shall pay Contractor : (i) in full for Goods delivered and Services fully performed prior to the effective date of termination; and (ii) an equitable amount to reflect costs incurred (including Contract close-out and subcontractor termination costs that cannot be reasonably mitigated) and profit on work-in-progress as of to the effective date of the termination notice. UTA shall not be responsible for anticipated profits based on the terminated portion of the Contract. Contractor shall promptly submit a termination claim to UTA. If Contractor has any property in its possession belonging to UTA, Contractor will account for the same, and dispose of it in the manner UTA directs.

b. **FOR DEFAULT:**

If Contractor (a) becomes insolvent; (b) files a petition under any chapter of the bankruptcy laws or is the subject of an involuntary petition; (c) makes a general assignment for the benefit of its creditors; (d) has a receiver appointed; (e) should fail to make prompt payment to any subContractor s or suppliers; or (f) fails to comply with any of its material obligations under the Contract, UTA may, in its discretion,

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after first giving Contractor seven (7) days written notice to cure such default:

1. Terminate the Contract (in whole or in part) for default and obtain the Professional Services using other Contractor s or UTA's own forces, in which event Contractor shall be liable for all incremental costs so incurred by UTA;
2. Pursue other remedies available under the Contract (regardless of whether the termination remedy is invoked); and/or
3. Except to the extent limited by the Contract, pursue other remedies available at law.

CONTRACTOR 'S POST TERMINATION OBLIGATIONS:

Upon receipt of a termination notice as provided above, Contractor shall (i) immediately discontinue all work affected (unless the notice directs otherwise); and (ii) deliver to UTA all data, drawings and other deliverables, whether completed or in process. Contractor shall also remit a final invoice for all services performed and expenses incurred in full accordance with the terms and conditions of the Contract up to the effective date of termination. UTA shall calculate termination damages payable under the Contract, shall offset such damages against Contractor 's final invoice, and shall invoice Contractor for any additional amounts payable by Contractor (to the extent termination damages exceed the invoice). All rights and remedies provided in this Article are cumulative and not exclusive. If UTA terminates the Contract for any reason, Contractor shall remain available, for a period not exceeding 90 days, to UTA to respond to any questions or concerns that UTA may have regarding the Professional Services furnished by Contractor prior to termination.

15. **INFORMATION, RECORDS and REPORTS; AUDIT RIGHTS**

Contractor shall retain all books, papers, documents, accounting records and other evidence to support any cost-based billings allowable under Exhibit B (or any other provision of this Contract). Such records shall include, without limitation, time sheets and other cost documentation related to the performance of labor services, as well as subcontracts, purchase orders, other contract documents, invoices, receipts or other documentation supporting non-labor costs. Contractor shall also retain other books and records related to the performance, quality or management of this Contract and/or Contractor 's compliance with this Contract. Records shall be retained by Contractor for a period of at least six (6) years after completion of the Work, or until any audit initiated within that six-year period has been completed (whichever is later). During this six-year period, such records shall be made available at all reasonable times for audit and inspection by UTA and other authorized auditing parties including, but not limited to, the Federal Transit Administration. Copies of requested records shall be furnished to UTA or designated audit parties upon request. Contractor agrees that it shall flow-down (as a matter of written contract) these records requirements to all subContractor s utilized in the performance of the Work at any tier.

16. FINDINGS CONFIDENTIAL

Any documents, reports, information, or other data and materials delivered or made available to or prepared or assembled by Contractor or subcontractor under this Contract are considered confidential and shall not be made available to any person, organization,

or entity by Contractor without consent in writing from UTA. If confidential information is

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released to any third party without UTA's written consent as described above, contractor shall notify UTA of the data breach within 10 days and provide its plan for immediate mitigation of the breach for review and approval by UTA.

a. It is hereby agreed that the following information is not considered to be confidential:
   A. Information already in the public domain.
   B. Information disclosed to Contractor by a third party who is not under a confidentiality obligation.
   C. Information developed by or in the custody of Contractor before entering into this Contract.
   D. Information developed by Contractor through its work with other clients; and
   E. Information required to be disclosed by law or regulation including, but not limited to, subpoena, court order or administrative order.

17. **PUBLIC INFORMATION.**

Contractor acknowledges that the Contract and related materials (invoices, orders, etc.) will be public documents under the Utah Government Records Access and Management Act (GRAMA). Contractor 's response to the solicitation for the Contract will also be a public document subject to GRAMA, except for legitimate trade secrets, so long as such trade secrets were properly designated in accordance with terms of the solicitation.

18. **GENERAL INDEMNIFICATION**

Contractor shall indemnify, hold harmless and defend UTA, its officers, trustees, agents, and employees (hereinafter collectively referred to as "Indemnitees") from and against all liabilities, claims, actions, damages, losses, and expenses including without limitation reasonable attorneys' fees and costs (hereinafter referred to collectively as "claims") related to bodily injury, including death, or loss or damage to tangible or intangible property caused, or alleged to be caused, in whole or in part, by the acts or omissions of Contractor or any of its owners, officers, directors, agents, employees or subContractor s. This indemnity includes any claim or amount arising out of the failure of such Contractor to conform to federal, state, and local laws and regulations. If an employee of Contractor , a subContractor , anyone employed directly or indirectly by any of them or anyone for whose acts any of them may be liable brings a claim against UTA or another Indemnitee, Contractor 's indemnity obligation set forth above will not be limited by any limitation on the amount of damages, compensation or benefits payable under any employee benefit acts, including workers' compensation or disability acts. The indemnity obligations of Contractor shall not apply to the extent that claims arise out of the sole negligence of UTA or the Indemnitees.

19. **INSURANCE REQUIREMENTS**

The insurance requirements herein are minimum requirements for this Contract and in no way limit the indemnity covenants contained in this Contract. The Utah Transit Authority in no way warrants that the minimum limits contained herein are sufficient to protect the Contractor from

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liabilities that might arise out of the performance of the work under this contract by the Contractor , his agents, representatives, employees or subContractor s and Contractor is free to purchase additional insurance as may be determined necessary.

A. MINIMUM SCOPE AND LIMITS OF INSURANCE: Contractor shall provide coverage with limits of liability not less than those Stated below. An excess liability policy or umbrella liability policy may be used to meet the minimum liability requirements provided that the coverage is written on a "following form" basis.

1. Commercial General Liability – Occurrence Form

Policy shall include bodily injury, property damage and broad form contractual liability coverage.

- General Aggregate $4,000,000
- Products – Completed Operations Aggregate $1,000,000
- Personal and Advertising Injury $1,000,000
- Each Occurrence $2,000,000

a. The policy shall be endorsed to include the following additional insured language: "The Utah Transit Authority shall be named as an additional insured with respect to liability arising out of the activities performed by, or on behalf of the Contractor ".

b. The policy must also contain the following endorsement, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE: "Contractual Liability Railroads" ISO from CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing "Utah Transit Authority Property" as the Designated Job Site

2. Automobile Liability

Bodily Injury and Property Damage for any owned, hired, and non-owned vehicles used in the performance of this Contract.

Combined Single Limit (CSL) $2,000,000

a. The policy shall be endorsed to include the following additional insured language: "The Utah Transit Authority shall be named as an additional insured with respect to liability arising out of the activities performed by, or on behalf of the Contractor , including automobiles owned, leased, hired or borrowed by the Contractor ".

3. Worker's Compensation and Employers' Liability

Workers' Compensation	Statutory
Employers' Liability	
Each Accident	$100,000
Disease – Each Employee	$100,000
Disease – Policy Limit	$500,000

a. Policy shall contain a waiver of subrogation against the Utah Transit Authority.

b. This requirement shall not apply when a Contractor or subContractor is exempt under UCA, AND when such Contractor or subContractor executes the appropriate waiver form.

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4. Professional Liability (Errors and Omissions Liability)
The policy shall cover professional misconduct or lack of ordinary skill for those positions defined in the Scope of Services of this contract.

Each Claim	$1,000,000
Annual Aggregate	$2,000,000

a. In the event that the professional liability insurance required by this Contract is written on a claims-made basis, Contractor warrants that any retroactive date under the policy shall precede the effective date of this Contract; and that either continuous coverage will be maintained or an extended discovery period will be exercised for a period of three (3) years beginning at the time work under this Contract is completed.

B. ADDITIONAL INSURANCE REQUIREMENTS: The policies shall include, or be endorsed to include the following provisions:

1. On insurance policies where the Utah Transit Authority is named as an additional insured, the Utah Transit Authority shall be an additional insured to the full limits of liability purchased by the Contractor . Insurance limits indicated in this agreement are minimum limits. Larger limits may be indicated after the Contractor ’s assessment of the exposure for this contract; for their own protection and the protection of UTA.
2. The Contractor 's insurance coverage shall be primary insurance and non-contributory with respect to all other available sources.

3. Contractor and their insurers shall endorse the required insurance policy(ies) to waive their right of subrogation against UTA. Contractor ’s insurance shall be primary with respect to any insurance carried by UTA. Contractor will furnish UTA at least thirty (30) days advance written notice of any cancellation or non-renewal of any required coverage that is not replaced.

C. NOTICE OF CANCELLATION: Each insurance policy required by the insurance provisions of this Contract shall provide the required coverage and shall not be suspended, voided, or canceled except after thirty (30) days prior written notice has been given to the Utah Transit Authority, except when cancellation is for non-payment of premium, then ten (10) days prior notice may be given. Such notice shall be sent directly to (Utah Transit Authority agency Representative's Name & Address).

D. ACCEPTABILITY OF INSURERS: Insurance is to be placed with insurers duly licensed or authorized to do business in the State and with an “A.M. Best” rating of not less than A-VII. The Utah Transit Authority in no way warrants that the above-required minimum insurer rating is sufficient to protect the Contractor from potential insurer insolvency.

E. VERIFICATION OF COVERAGE: Contractor shall furnish the Utah Transit Authority with certificates of insurance (on standard ACORD form) as required by this Contract. The certificates for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf.
All certificates and any required endorsements are to be sent to insurancecerts@rideuta.com and received and approved by the Utah Transit Authority before work commences. Each insurance policy required by this Contract must be in effect at or prior to commencement of

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work under this Contract and remain in effect for the duration of the project. Failure to maintain the insurance policies as required by this Contract or to provide evidence of renewal is a material breach of contract.
All certificates required by this Contract shall be emailed directly to Utah Transit Authority's insurance email address at insurancecerts@rideuta.com. The Utah Transit Authority project/contract number and project description shall be noted on the certificate of insurance. The Utah Transit Authority reserves the right to require complete, certified copies of all insurance policies required by this Contract at any time. DO NOT SEND CERTIFICATES OF INSURANCE TO THE UTAH TRANSIT AUTHORITY'S CLAIMS AND INSURANCE DEPARTMENT.

F. SUBCONTRACTOR S: Contractor s' certificate(s) shall include all subContractor s as additional insureds under its policies or subContractor s shall maintain separate insurance as determined by the Contractor , however, subContractor 's limits of liability shall not be less than $1,000,000 per occurrence / $2,000,000 aggregate. Sub-Contractor s maintaining separate insurance shall name Utah Transit Authority as an additional insured on their policy. Blanket additional insured endorsements are not acceptable from sub-Contractor s. Utah Transit Authority must be scheduled as an additional insured on any sub-Contractor policies.

G. APPROVAL: Any modification or variation from the insurance requirements in this Contract shall be made by Claims and Insurance Department or the Office of General Counsel, whose decision shall be final. Such action will not require a formal Contract amendment, but may be made by administrative action.

20. OTHER INDEMNITIES

a. Contractor shall protect, release, defend, indemnify and hold harmless UTA and the other Indemnitees against and from any and all Claims of any kind or nature whatsoever on account of infringement relating to Contractor 's performance under this Contract. If notified promptly in writing and given authority, information and assistance, Contractor shall defend, or may settle at its expense, any suit or proceeding against UTA so far as based on a claimed infringement and Contractor shall pay all damages and costs awarded therein against UTA due to such breach. In case any portion of the Work is in such suit held to constitute such an infringement or an injunction is filed that interferes with UTA's rights under this Contract, Contractor shall, at its expense and through mutual agreement between the UTA and Contractor , either procure for UTA any necessary intellectual property rights, or modify Contractor 's services or deliverables such that the claimed infringement is eliminated.

b. Contractor shall: (i) protect, release, defend, indemnify and hold harmless UTA and the other Indemnitees against and from any and all liens or Claims made or filed against UTA or upon the Work or the property on which the Work is located on account of any labor performed or labor, services, and equipment furnished by subContractor s of any tier; and (ii) keep the Work and said property free and clear of all liens or claims arising from the performance of any Work covered by this Contract by Contractor or its subContractor s of any tier. If any lien arising out of this Contract is filed, before or after Work is completed,

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Contractor , within ten (10) calendar days after receiving from UTA written notice of such lien, shall obtain a release of or otherwise satisfy such lien. If Contractor fails to do so, UTA may take such steps and make such expenditures as in its discretion it deems advisable to obtain a release of or otherwise satisfy any such lien or liens, and Contractor shall upon demand reimburse UTA for all costs incurred and expenditures made by UTA in obtaining such release or satisfaction. If any non-payment claim is made directly against UTA arising out of non-payment to any subContractor , Contractor shall assume the defense of such claim within ten (10) calendar days after receiving from UTA written notice of such claim. If Contractor fails to do so, Contractor shall upon demand reimburse UTA for all costs incurred and expenditures made by UTA to satisfy such claim.

21. **INDEPENDENT CONTRACTOR**

Contractor is an independent contractor and agrees that its personnel will not represent themselves as, nor claim to be, an officer or employee of UTA by reason of this Contract. Contractor is responsible to provide and pay the cost of all its employees' benefits.

22. **PROHIBITED INTEREST**

No member, officer, agent, or employee of UTA during his or her tenure or for one year thereafter shall have any interest, direct or indirect, including prospective employment by Contractor in this Contract or the proceeds thereof without specific written authorization by UTA.

23. **CLAIMS/DISPUTE RESOLUTION**

a. "Claim" means any disputes between UTA and the Contractor arising out of or relating to the Contract Documents including any disputed claims for Contract adjustments that cannot be resolved in accordance with the Change Order negotiation process set forth in Article 6. Claims must be made by written notice. The responsibility to substantiate claims rests with the party making the claim.

b. Unless otherwise directed by UTA in writing, Contractor shall proceed diligently with performance of the Work pending final resolution of a Claim, including litigation. UTA shall continue to pay any undisputed payments related to such Claim.

c. The parties shall attempt to informally resolve all claims, counterclaims and other disputes through the escalation process described below. No party may bring a legal action to enforce any term of this Contract without first having exhausted such process.

d. The time schedule for escalation of disputes, including disputed requests for change order, shall be as follows:

Level of Authority	Time Limit
UTA's Project Manager Guy Miner/Contractor 's Project Manager Frank Caferro	Five calendar days
UTA's Contract Buyer Jenny Dang/Contractor 's [SECOND	Five calendar days

Frank Caferro

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LEVEL]	
UTA's Procurement Manger Troy Hamilton/Contractor 's [THIRD LEVEL] Frank Caferro	Five calendar days

Unless otherwise directed by UTA's Project Manager, Contractor shall diligently continue performance under this Contract while matters in dispute are being resolved.

If the dispute cannot be resolved informally in accordance with the escalation procedures set forth above, than either party may commence formal mediation under the Juris Arbitration and Mediation (JAMS) process using a mutually agreed upon JAMS mediator. If resolution does not occur through Mediation, then legal action may be commenced in accordance the venue and governing law provisions of this contract.

24. **GOVERNING LAW**

This Contract shall be interpreted in accordance with the substantive and procedural laws of the State of Utah. Any litigation between the parties arising out of or relating to this Contract will be conducted exclusively in federal or state courts in the State of Utah and Contractor consents to the jurisdiction of such courts.

25. **ASSIGNMENT OF CONTRACT**

Contractor shall not assign, sublet, sell, transfer, or otherwise dispose of any interest in this Contract without prior written approval of UTA, and any attempted transfer in violation of this restriction shall be void.

26. **NONWAIVER**

No failure or waiver or successive failures or waivers on the part of either party in the enforcement of any condition, covenant, or article of this Contract shall operate as a discharge of any such condition, covenant, or article nor render the same invalid, nor impair the right of either party to enforce the same in the event of any subsequent breaches by the other party.

27. **NOTICES OR DEMANDS**

a. Any formal notice or demand to be given by one party to the other shall be given in writing by one of the following methods: (i) hand delivered; (ii) deposited in the mail, properly stamped with the required postage; (iii) sent via registered or certified mail; or (iv) sent via recognized overnight courier service. All such notices shall be addressed as follows:

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If to UTA:
Utah Transit Authority
ATTN: Jenny Dang
669 West 200 South
Salt Lake City, UT 84101
jdang@rideuta.com

with a required copy to:
Utah Transit Authority
ATTN: Legal Counsel
669 West 200 South
Salt Lake City, UT 84101

If to Contractor :
Merchants Building Maintenance
ATTN: Frank Caferro
3030 S Main St. Ste 600
Salt Lake City, UT 84115
frank@mbmonline.com

b. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed; provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice. Either party may change the address at which such party desires to receive written notice by providing written notice of such change to any other party.
c. Notwithstanding Section 27, the parties may, through mutual agreement, develop alternative communication protocols to address change notices, requests for information and similar categories of communications. Communications provided pursuant to such agreed means shall be recognized as valid notices under this Contract.

28. **CONTRACT ADMINISTRATOR**

UTA's Contract Administrator for this Contract is Jenny Dang or designee. All questions and correspondence relating to the contractual aspects of this Contract should be directed to said Contract Administrator, or designee.

29. **INSURANCE COVEREAGE REQIREMENTS FOR CONTRACTOR EMPLOYEES AND SUBCONTRACTOR S UNDER DESIGN AND CONSTRUCTION CONTRACTS**

a. The following requirements apply to the extent that the Contractor is providing design or

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constructin services and (i) the initial value of this Contract is equal to or in excess of $2 million; (ii) this Contract, with subsequent modifications, is reasonably anticipated to equal or exceed $2 million; (iii) Contractor has a subcontract at any tier that involves a sub-contractor that has an initial subcontract equal to or in excess of $1 million; or (iv) any subcontract, with subsequent modifications, is reasonably anticipated to equal or exceed $1 million:

b. Contractor shall, prior to the effective date of this Contract, demonstrate to UTA that Contractor has and will maintain an offer of qualified health insurance coverage (as defined by Utah Code Ann. § 17B-2a-818.5) for the Contractor 's employees and the employee's dependents during the duration of this Contract.
c. Contractor shall also demonstrate to UTA that subContractor s meeting the above-described subcontract value threshold have and will maintain an offer of qualified health insurance coverage (as defined by Utah Code Ann. § 17B-2a-818.5for the subContractor 's employees and the employee's dependents during the duration of the subcontract.

30. **COSTS AND ATTORNEYS FEES**

If any party to this Agreement brings an action to enforce or defend its rights or obligations hereunder, the prevailing party shall be entitled to recover its costs and expenses, including mediation, arbitration, litigation, court costs and attorneys' fees, if any, incurred in connection with such suit, including on appeal

31. **NO THIRD PARTY BENEFICIARY**

The parties enter in to this Contract for the sole benefit of the parties, in exclusion of any third party, and no third party beneficiary is intended or created by the execution of this Contract.

32. **FORCE MAJEURE**

Neither party to the Contract will be held responsible for delay or default caused by fire, riot, acts of God and/or war which are beyond that party's reasonable control. UTA may terminate the Contract after determining such delay or default will reasonably prevent successful performance of the Contract.

33. **UTAH ANTI-BOYCOTT OF ISRAEL ACT**

Contractor agrees it will not engage in a boycott of the State of Israel for the duration of this contract.

34. **TRAVEL COSTS**

Any travel costs charged against this contract and paid for with contract funds must be in compliance with UTA's Travel Policy (UTA .02.XX) and the U.S. General Services Administration (GSA) per diem rates

35. **SEVERABILITY**

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Any provision of this Contract prohibited or rendered unenforceable by operation of law shall be ineffective only to the extent of such prohibition or unenforceability without invalidating the remaining provisions of this Contract.

36. **ENTIRE AGREEMENT**

This Contract shall constitute the entire agreement and understanding of the parties with respect to the subject matter hereof, and shall supersede all offers, negotiations and other agreements with respect thereto. The terms of the Contract supersede any additional or conflicting terms or provisions that may be preprinted on Vendor's work plans, cost estimate forms, receiving tickets, invoices, or any other related standard forms or documents of Vendor that may subsequently be used to implement, record, or invoice Goods and/or Services hereunder from time to time, even if such standard forms or documents have been signed or initialed by a representative of UTA. The terms of the Contract prevail in any dispute between the terms of the Contract and the terms printed on any such standard forms or documents, and such standard forms or documents will not be considered written amendments of the Contract.

36. **AMENDMENTS**

Any amendment to this Contract must be in writing and executed by the authorized representatives of each party.

37. **COUNTERPARTS**

This Contract may be executed in any number of counterparts and by each of the parties hereto on separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute but one and the same instrument. Any signature page of the Contract may be detached from any counterpart and reattached to any other counterpart hereof. The electronic transmission of a signed original of the Contract or any counterpart hereof and the electronic retransmission of any signed copy hereof shall be the same as delivery of an original.

38 .**SURVIVAL**

Provisions of this Contract intended by their nature and content to survive termination of this Contract shall so survive including, but not limited to, Articles 5, 7, 8, 10, 14, 15, 17, 18, 19, 20, 23, 29 and 30.

IN WITNESS WHEREOF, the parties have made and executed this Contract as of the day, month and year of the last signature contained below.

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UTAH TRANSIT AUTHORITY:

By_____
Guy Miner
Facilities Maintenance Manager

By_____
Kevin Anderson
Director of Maintenance Support

By_____
Cherryl Beveridge
Chief Operating Officer

By_____
Jay Fox
Executive Director

MERCHANTS BUILDING MAINTENANCE :

By DocuSigned by: Frank Caferro 9875C44DE4A54FC... 11/30/2022
Name Frank Caferro
Title Operations Manager

By_____
Name_____
Title_____

By DocuSigned by: Mike Bell 70E33A415BA44F6... 11/30/2022
UTA Legal Counsel

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EXHIBIT A

Contractor shall provide all equipment, labor, materials, cleaning supplies, restroom supplies and transportation necessary to provide janitorial services as identified in the Statement of Work for the locations indicated on the Bid Schedule (Exhibit B).

1. **Identification of Employees/Contactor badges:**
   The contractor shall provide each individual working on UTA property with a UTA-issued picture ID contractor badge. These badges shall be worn at all times and shall be easily visible when the employee is working in any UTA Facility.
   i. To obtain contractor badges, the contractor must obtain a "Contractor Badge and Fingerprint Request Form" from the Program Manager. The form must be filled out and signed by the Contractor and the UTA Facilities Maintenance Manager. With the completed form, the Contractor or employee will contact the Human Resources Department to schedule an appointment to be fingerprinted and for a background check. A photo ID Badge will be issued at that time. If the employee does not pass their background check, the employee must return their ID card to the UTA Program Manager, and they will not be allowed in UTA Facilities.
   ii. In addition to badges, the Contractor shall maintain a complete list of all personnel they have working on UTA Property. A copy of the list shall be submitted to the Program Manager prior to the beginning of work and shall be updated with additions and deletions as personnel change. The Contractor shall be responsible for the collection of Contractor Badges of individuals no longer working under the contract and for completing the process outlined above to receive new badges. Collected Contractor badges will be surrendered to the UTA Program Manager or UTA Contract Administrator.
   iii. UTA Security will, as deemed necessary by UTA, check individuals for proper identification. Those not wearing proper identification or not appearing on the employee list will be requested to leave UTA property. A Contractor badge does not grant the Contractor authority to escort visitors into UTA property. Removal of individuals due to the Contractor's failure to comply with this provision shall not delay contract performance or be grounds for claims against UTA.

2. **Service Locations/Frequency of Service:**

Division	Location	Est. Sqft. *	Cleaning Frequency**	Day Porter***	Start/Finish Times

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Meadowbrook 3600 S. 700 W. SLC, UT 84119	Building 1 and Guard Shack	200,000	5 days Mon - Fri	2 hours/day	2100 - 0300
	Building 3	20,000	5 days Mon - Fri	1 hours/day	2100 - 0300
	Building 4	250	5 days Mon - Fri	1 hours/day	2100 - 0300
	Building 5	150	5 days Mon - Fri	1 hours/day	2100 - 0300
	Building 7	7,580	5 days Mon - Fri	1 hours/day	2100 - 0300
	Building 8	37,000	5 days Mon - Fri	1 hours/day	2100 - 0300
Riverside 3700 S. 900 W. SLC, UT	Building 1	6,400	5 days Mon - Fri	None	2100 - 0300
	Building 3	26,000	5 days Mon - Fri	None	2100 - 0300
	Building 4	1,600	5 days Mon - Fri	None	2100 - 0300
Central 616 W. 200 S. SLC, UT	Main Building	9,040	5 days Mon - Fri	2 hours/day	2100 - 0300
New Central	Main Building	42,000	5 days Mon - Fri	2 hours/day	2100 - 0300
Police Bldg. 127 W. Vine St. Murray, UT	Main Building	6,500	5 days Mon - Fri	None	2100 - 0300
Mobility Center 4465 S. 50 W. Murray, UT	Main Building	13,265	5 days Mon - Fri	2 hours/day	1700 – 0100 0900 – 1400 Day Porter
	Records Area	3,430	5 days Mon - Fri	None	1 per month
Roadhouse 4465 S. 50 W. Murray, UT	Main Building	1,460	5 days Mon - Fri	None	2100 - 0300

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Mt. Ogden 135 W. 17th Ogden, UT	Main Building	6,550	5 days Mon - Fri	2 hours/day	2100 - 0300
Ogden Transit Center 2393 Wall Ave Ogden, UT	Ticket Hub Office	7,689	5 days Mon - Fri	1 hour/day	2100 – 0300 1100-1300 Day Porter
Midvale Rail Service Center 613 W. 6960 S. Midvale, UT	Main Building Shop area	13,447 83,498	5 days Mon - Fri	2 hours/day Office areas - 1 hour/day Shop 0900 - 1300	2100 - 0300
	Building 2	13,920	5 days Mon - Fri	1 hours/day	2100 - 0300
	Building 3 Paint Shop	200	5 days Mon - Fri	None	2100 - 0300
Jordan River Rail Service Center (JRRSC) 2255 S. 900 W. SLC, UT	Main Building	279,000	6 days Mon - Sat	2 hours/day Office areas - 1 hour/day Shop 0900 - 1300	2100 - 03000
	Building 2	Office areas - 12,800 Shop area - 40,000	5 days Mon – Sat (When Occupied)	None	2100 - 0300
	Building 3	4,200	6 days Mon - Sat	None	2100 - 0300
Warm Springs Rail Service Center 900 N 500 W, SLC, UT	Main Building	140,907	5 days Mon - Fri	2 hours/day Office areas - 1 hour/day Shop 0900 - 1300	2100 - 0300
Beck Street Building 1859 Beck Street, SLC, UT	Main Building	4,440	1 day, as agreed	None	As agreed
FLHQ - Headquarters 669 W. 200 S. SLC, UT	Main Building	100,000	5 days Mon - Fri	4 hours/day Includes all cleaning done in legal	1900 - 0300

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				department	
	Building 5 400 S 669 W (CNG)	1,200	5 days Mon - Fri	2 Hours	1900 - 0300
Timpanogos 1110 S. Geneva Road, Orem, UT	Building 1	5,880 total for the Campus	6 days Mon - Sat	4 hours/day	2100 - 0300 Main Cleaning 0800 - 1200 Day Porter
	Building 2		6 days Mon - Sat		2100 - 0300 Main Cleaning 0800 - 1200 Day Porter
	Building 3		6 days Mon - Sat		2100 - 0300 Main Cleaning 0800 - 1200 Day Porter
	Building 7		6 days Mon - Sat		2100 - 0300 Main Cleaning 0800 - 1200 Day Porter
	Building 9		6 days Mon - Sat		2100 - 0300 Main Cleaning 0800 - 1200 Day Porter
	Trailer 1		6 days Mon - Sat		2100 - 0300 Main Cleaning 0800 - 1200 Day Porter
	Trailer 2		6 days Mon - Sat		2100 - 0300 Main Cleaning 0800 - 1200 Day Porter

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	BRT Offices		6 days Mon - Sat		2100 - 0300 Main Cleaning 0800 - 1200 Day Porter
Provo FR Hub 690 S. University Ave, Provo	Customer Service/ Police Building/ Operator Breakroom	2,200	5 days Mon - Fri	1hour /day	0900 - 1000
Salt Lake Intermodal Hub 300 S. 600 W. SLC	Main Building	3,024	5 days Mon - Fri	None	As Agreed

* Measurements are totals for that location and are provided as estimates and are for informational purposes only.
**All services will be performed and completes between the "Start and Finish" each day for each location.
***The "Day Porter" shall be on duty within the range of 0900 MST to 1400 MST for the consecutive number of hours indicated unless otherwise noted.

3. **Service schedule definitions:**

Code	Description of Service Time
D	DAILY - Service to be performed every day as scheduled
W	WEEKLY - Service to be performed once a week to be scheduled the same day every week
BW	BI-WEEKLY – Service to be performed every two weeks
M	MONTHLY - Service to be performed once a month. To be performed a minimum of three Weeks from the previous service
Q	QUARTERLY - Service to be performed every three months
SA	SEMI-ANNUALLY - Service to be performed two time a year
A	ANNUALLY - Service to be performed once a year
AR	As Required - Service to be performed as required.

4. **Building Access**:
   Contractor(s) shall check out building keys through the UTA Facilities Department by the Contractor's janitorial supervisors by filling out the key request form. This must be done at the beginning of the contract. Keys must be returned to the Facilities Department at the end of the contract. A fee may be charged for any unreturned keys.

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5. **Problem Resolution**:
   Operating problems encountered during the normal cleaning shift shall be worked out with the UTA Facilities Supervisor. If problems cannot be resolved at this level, the problems shall be addressed to the Program Manager. It should be noted that the Division Mangers cannot change, delete, add to, or alter contract requirements. All changes must be processed through the Program Manager and finalized by a written Change Order to the contract.

6. **"Day Porter Services":**
   Day Porter services are required at the locations indicated under "Service Locations – Frequency of Service." Day Porter service period will be from 0900 MST through 1400 MST each day or as agreed with the department manager or responsible Facilities Maintenance Supervisor. The locations requiring Day Porter service are considered "high traffic" areas or areas requiring continuous upkeep. Day Porters will be responsible for light cleaning services, emptying trash and recycling bins as needed and ensuring restrooms remain clean and supplied with paper products and soap. At least one Day Porter shall remain on duty for the full time specified; number of hours and locations are listed above.

7. **Supplies to be Ordered by the Contractor:**
   The Contractor shall order all paper products and consumable supplies. These items will be ordered through an approved UTA vendor.
   i. Bills for these items will be sent directly to UTA through the responsible Facilities Maintenance Supervisor and are subject to approval by the Supervisor. Bills will include, as applicable, copies of the supplier's invoice showing, at a minimum, a full description of the product purchased, quantity and cost. Product samples must be submitted to the Facilities Maintenance Supervisor for approval.
   ii. Where applicable, all Safety Data Sheets (SDS) must be provided to the UTA Purchasing Department for approval. The product shall not be used at any location until the product is SDS approved. All chemicals on site in containers must be labeled and a SDS on file. Mark-ups, delivery fees and/or service fees are not allowed.
   iii. The Contractor will maintain a stock of paper products/consumable supplies at each service location. UTA will provide a designated, secured storage area for reach facility. These locations will be identified by the Facilities Maintenance Supervisors. Only those products to be used at UTA will be stored on UTA property. Products will not be transferred between UTA locations without prior approval of the "transfer from" location UTA Facilities

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Supervisor. All deliveries shall be signed for by a UTA assigned person.

iv. The Contractor will provide and stock feminine napkins daily. Money recovered from the dispensers will be the Contractor's. UTA will provide and maintain dispensers. Keys will be made available through the Facilities Maintenance Supervisor.

v. Product type scent, and quality will be approved by the Facilities Maintenance Manager prior to use on UTA property. List of products and supplies, not limited to:

Toilet Seat Covers	Trash Can Liners
Toilet Paper (2-Ply)	Disinfectant Floor Soap
Roll Towels	Disinfectant Cleaner
Hand Soap (Gel Pack)	Room Freshener
Hand Soap (GAL)	Feminine Napkins

*All chemicals onsite must be labeled with the applicable SDS information.

8. Cleaning Supplies: The Contractor will provide all necessary supplies and equipment to complete all service tasks.

	Recommended Cleaning Equipment and Materials
001	Mops and mop heads
002	Brooms
003	Scrub brushes
004	Cleaning rags and wipes
005	Buckets, buckets, and basins
006	Step stools and ladders
007	Vacuum cleaners, tank and upright
008	Buffers and floor machines
009	Window squeegees and tools
010	Venetian blind dust brushes and blind washing equipment

9. Cleaning Schedule – Elements, all locations

	Task	**Schedule**	**Pay Element %**
	Office Areas, Entries, Exits, Hallways, Conference/Board Rooms		
1	Vacuum all carpets and rugs	D	
2	Empty al waste receptacles, clean and replace liners	D	
3	Mop all tile floors, buff, and remove heel marks	D	
4	Remove all marks on doors and walls	D	

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5	Clean all door glass and windows, inside and out to include individual office and conference room entrances	D	
6	Vacuum all stairways and stairwells. Carpets, rugs, mats, and bare floors	D	
7	Clean and sanitize all drinking fountains	D	
8	Dust tops of partitions and overhanging cabinets	W	
9	Thoroughly clean and wipe dry tabletops and countertops	D	
10	Wet and dry mop tile floors	D	
11	Clean ceiling heat and return air vent grills	w	
12	Clean all door casings, baseboards and windowsills, ledges, outlets, switch plates, door handles, kick plates and push handles	D	
13	Sweep and police sidewalk areas around entries/exits out to adjoining parking/driveway. Remove cigarette butts and debris from ash containers. Clean tables and benches on patios. Sweep and clean patios as required.	D	
14	Clean interior and exterior windows, glass, and mirrors**	M	
15	Clean Blinds	BW	
			25%
Restrooms			
1	Clean and sanitize all toilets, urinals, and wash basins	D	
2	Clean and sanitize stainless steel and chrome fixtures	D	
3	Clean glass and mirrors	D	
4	Empty and clean trash containers - replace liners	D	
5	Clean tile walls, painted walls, doors, and partitions	D	
6	Refill paper towel and toilet paper dispensers	D	
7	Refill soap dispensers	D	
8	Wet mop floors with disinfectant	D	
9	Clean Air vent and exhaust vent frills	W	
10	Clean light fixtures	D	
11	Dust tops of lockers	D	
12	Clean and disinfect sanitary napkin containers - replace liners	D	
13	Fill sanitary napkin dispensers	D	
14	Clean shower stalls	D	
15	Clean sitting areas in woman's restrooms	D	
16	Refill air fresheners when empty	AR	
			25%
Break Rooms			
1	Clean and sanitize tabletops, chair seats and backs	D	
2	Clean chair and table legs and pedestals	W	

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3	Clean refill paper towel dispensers	D	
4	Empty and clean trash containers - replace liners	D	
5	clean and sanitize sinks and countertops	D	
6	Wipe down exterior of refrigerators, vending machines, microwaves, and any other kitchen equipment	D	
7	Dust and clean off marks from door casings, cabinets, and windowsills	D	
8	Move tables and chairs; sweep, vacuum, and/or wet mop floors with disinfectant. Replace tables and chairs	D	
9	Clean blinds	BW	
10	Wash walls	M	
11	Dust and clean air and exhaust vents	W	
12	Dust Light fixtures	W	
13	Clean interior and exterior windows	M	
			25%
Fit Factory			
1	Clean mirrors	D	
2	Vacuum carpet - Mop tile as applicable	D	
3	Clean all door casings, windows, ledges, outlets, switch plates, door handles, doors, wall, kick plates and push handles	D	
4	Dust and clean air and exhaust vents	W	
5	Dust light fixtures	W	
6	Wipe down and sanitize all exercise equipment and furniture	D	
7	Clean blinds	BW	
8	Clean interior and exterior windows	M	
			25%
Day Porter			
1	Restrooms cleaned and stocked	D	
2	Trash and recycle bins emptied as required	D	
3	Light cleaning as required	D	
4	Clean up spills in break rooms, conference rooms, carpet as needed	D	

(**1st and 2nd floor windows and first floor exterior floor windows. Second story exterior windows will be handled by a second procurement. **Pay elements/inspections and invoice deductions:**

UTA will only pay for services received. Work will be monitored by using "Pay Elements." Pay elements reflect the "% Value" of each required task. Pay elements and % values are identified in the Statement of Work.

Weekly inspections will be made by UTA Facilities personnel to verify that work is completed as required. Inspections will be done as determined to be necessary by the Facilities Maintenance Manager, or his designated representative (the Inspector), and may be made based upon the Contractor's performance throughout the contract. Inspections may

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be scheduled or unscheduled.
Invoice deductions will be made for services not received. Calculation swill be based on the number of weeks per location per month and the Pay Element item not performed at the close of the workday, as specified for each location (see example A & B, below). The percentage shown will be deducted from the amount paid for that line item for the work not complete. The task is either complete, or not complete.

EXAMPLE A:
Central Division requires six days of service per week. At the weekly inspection period on 11 August 2022, the Contractor failed to wash the walls in the restroom. The monthly contract amount for cleaning Central is **$5,000.00**. The specified percentage value of the Pay Element to clean restrooms is **25%**. August 2022 is a **4**-week month.

Calculation of deductions: 5000 X .25 /4 = **$312.50** deduction

If the Contractor completes half of the task before he goes home, the deduction is still $312.50. If the contractor fails to wash the walls in the restrooms for three or four weeks, the deduction from the monthly invoice would be $937.50.

EXAMPLE B:
Ogden requires five days of service per week. At the weekly inspection period on 11 August 2022 **and** 18 August 2022, the Contractor failed to clean the tables and chairs in the break room. The monthly amount for cleaning Ogden is **$3.500.00**. The specified percentage value of the Pay Element is **25%**. August 2022 is a **4**-week month.

Calculation of deductions: 3500 X .25/4 X 2 = **$437.50** deduction

Invoice deductions will be made at the discretion of the Facilities Maintenance Manager based on each situation encountered. Deductions will be fully documented and processed through the Manager of Purchasing and Materials.

10. Testing of Products

UTA reserves the right to request samples to evaluate performance and product composition.
Samples submitted shall be the same product and formulation to be provided under the contract.
Samples will be at no cost to UTA and must be accompanied by an MSDS.

11. Material Safety Data Sheets (MSDS

1. Any and all Material Safety Data Sheets (MSDS) applicable to any item or product called for under this proposal or required for use on UTA property as a result of this proposal, must be submitted either with the contractor's proposal, or prior to the bid opening date under a separate cover letter, for approval.

2. No product will be delivered to UTA or used on UTA property without prior approval by UTA, no contract will be awarded without this approval. A contractor's failure to submit an M5DS with their proposal may render their proposal non-responsive for that item.

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3. MSDS's must be complete; products or materials will be approved or disapproved for use by UTA or on UTA property because of their review.

12. **Staffing Plan:**

Contractor will provide a Project Manager for all UTA facilities. At each location contractor will have a Building Manager, smaller facilities will have a Lead Person. The managers will be responsible for:

- Payroll and time sheet monitoring
- Quality Control Inspections
- Despensing of keys
- Dispensing of badges
- Dispensing of supplies
- Overseeing all training and proper use of cleaning equipment and supplies
- Monitoring of the care and maintenance of all equipment

Contractor shall provide the Janitorial staffing for the job is as follows:

- Meadowbrook: 1 supervisor, 2 cleaners, and 1 day porter
- Riverside: 1 cleaner and 1 day porter
- Central: 1 cleaner and 1 day porter
- New Central: 1 cleaner and 1 day porter
- Police Bldg: 1 cleaner
- Mobility Center: 1 Cleaner and 1 day porter
- Roadhouse: 1 cleaner
- Mt. Ogden Division: 1 cleaner and 1 day porter
- Ogden Transit Center: 1 cleaner and 1 day porter
- Midvale Rail Service Center: 1 supervisor, 1 cleaner, and 1 day porter
- Jordan River Rail Service: 1 supervisor, 10 cleaners, and 1 day porter
- Jordan River Rail Service Bldg 2: 1 cleaner
- Jordan River Rail Service Bldg 3: 1 cleaner
- Beck Street Bldg: 1 cleaner every Monday
- FLHQ Headquarters: 1 full-time supervisor, 5 cleaners, and 1 day porter

Total for whole contract is 5 supervisors, 31 cleaners, and 10 day porters.

13. Additional services will include but not limited to:

1. Meadowbrook Division
   - The Guard Shack is to be cleaned as indicated under "Office Areas" as part of building 1.
2. Mobility Center
   - Service includes the Physical Ability area in the rear of the building. Service I the area is to sweep and mop the concrete floors once a week and clean the ramps, doors, and walls once a month.
3. Central Division

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- The Main Building includes the guard shack next to the street entrance, the two sign-out rooms in the driveway and the portable building.

4. Midvale Center
   - All main and second floor offices, conference rooms, hallways, stairways, stairwells, restrooms, break rooms, fit factory and control room are included in the north main office area.
   - Cleaning of the windows in the upstairs control room is for inside cleaning only.
   - The inside of the elevator will be vacuumed and wiped down daily to remove fingerprints, grease, etc.
   - The deck, hallway, and stairways east of the office areas next to the shop will be swept daily and mopped and scrubbed weekly (day as agreed to). UTA will provide the scrubbers necessary to do the scrubbing in these areas. Cleaning will include the railings on the second story deck.
   - The office areas in the electronics room upstairs require cleaning as an office area.
   - The conference room/library and two offices upstairs at the south end of the building require cleaning as an office area.
   - The entryways and outside break areas require upkeep to include emptying trash, sweeping, and wiping down tables, etc.
   - The downstairs lunchroom at the south end of the building is included (UTA will maintain the inside of the refrigerators and microwaves).
   - The downstairs restrooms on the south end of the building are included.
   - The Facilities Maintenance offices are included.
   - All drinking fountains are to be cleaned and disinfected daily.
   - All doors are to be wiped down daily.
   - The Purchasing and Parts Supervisor's offices are included (not the parts room).
   - The personnel lockers on the southeast side of the center building structure just north of the lunchroom shall be wiped down daily. The area around and within ten feet of both ends and out to the track shall be swept daily.
   - The men's restroom on the west side of the parts room, next to the exit is included.
   - In the south building 2, restrooms, and walking space in front of the office are included. The concrete walking space floors are to be swept and mopped daily. The south building is the building south and west of the main building west of the main entry road. This area needs to be included in the day porter tasks.

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EXHIBIT B

Pricing and Payment

This Contract will not exceed $5,532,995.86 for five (5) years for all services and efforts as described in the Scope of Work and Contract above with the detailed pricing below. The additional option years shall not exceed $1,128,171.36 for the first option year and $1,162,0165.50 for the second option year.

UTA will pay for these services each month after approval of monthly invoices. An invoice for work completed shall be submitted monthly by the Consultant to the UTA Accounts Payable department.

DIVISION	LOCATION	Est. Sqft. *	Monthly Totals	1st Option Year Totals	2nd Option year Totals
Meadowbrook Division	Building 1 & Guard Shack	200,000	$ 3,198.00	$ 3,293.94	$ 3,392.76
	Maintenance Building 3	20,000	$ 1,788.00	$ 1,841.64	$ 1,896.89
	Fuel Island Buidling 4	250	$ 566.00	$ 582.98	$ 600.47
	Wash Bay Building 5	150	$ 566.00	$ 582.98	$ 600.47
	Operations Building 7	7,580	$ 1,361.00	$ 1,401.83	$ 1,443.88
	Support Maintenance Building 8	37,000	$ 2,239.00	$ 2,306.17	$ 2,375.36
Central Division	Select Offices	9,040	$ 1,821.00	$ 1,875.63	$ 1,931.90
	New Central	42,000	$ 2,674.00	$ 2,754.22	$ 2,836.85

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Police Building		6,500	$ 1,475.00	$ 1,519.25	$ 1,564.83
Mobility Center		13,265 3430 (Records Area)	$ 2,299.00	$ 2,367.97	$ 2,439.01
Roadhouse		1,460	$ 570.00	$ 587.10	$ 604.71
Mt. Ogden Division	Select Areas	6,550	$ 1,798.00	$ 1,851.94	$ 1,907.50
Ogden Transit Center		7,689	$ 1,689.00	$ 1,739.67	$ 1,791.86
Midvale Rail Service Center	Select Areas	13,447 83,498 Bldg 2 13,920	$ 6,050.00	$ 6,231.50	$ 6,418.45
	Building 3 Paint Shop	200	$ 6,280.00	$ 6,468.40	$ 6,662.45
Jordan River Rail Service Center (JRRSC)		279,000	$ 21,284.00	$ 21,922.52	$ 22,580.20
	JRRSC Bldg 2	12800 (Office Area) 40000 (Shop Area, when occupied Trash Cans only)	$ 1,023.00	$ 1,053.69	$ 1,085.30
	Fire House (JRRSC 3)	4,200	$ 768.00	$ 791.04	$ 814.77
Warm Springs Rail Service Center		140,907	$ 9,912.00	$ 10,209.36	$ 10,515.64
Beck Street Building		4,440	$ 132.00	$ 135.96	$ 140.04
Frontline Headquarters (FLHQ)		100,000	$ 12,789.00	$ 13,172.67	$ 13,567.85
	Building 5 (CNG)	1,200	$ 1,009.00	$ 1,039.27	$ 1,070.45

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Timpanogos	Building 1 Building 2 Building 3 Building 7 Building 9 Trailer 1 Trailer 2 BRT Offices	5,880 total for the campus	$ 4,374.00	$ 4,505.22	$ 4,640.38
Provo FR Hub	Customer Service/ Police Office/ Operator Breakroom	2,200	$ 1,838.00	$ 1,893.14	$ 1,949.93
Salt Lake Intermodal		3,024	$ 640.00	$ 1,893.14	$ 1,949.93
Riverside	Building 1	6,400	$ 992.00	$ 1,021.76	$ 1,052.41
	Building 3	26,000	$ 713.00	$ 734.39	$ 756.42
	Building 4	1,600	$ 230.00	$ 236.90	$ 244.01
		Monthly Totals	$ 90,078.00	$ 94,014.28	$ 96,834.71
Special Request: Stripping and waxing floors, gum removal, etc	Hourly rate (As needed)	$ 39.50	**Years 1-3**	**1st Option Year**	**2nd Option Year**
			$ 1,080,936.00	**$ 1,128,171.36**	**$ 1,162,016.50**

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Mary DeLoretto, Chief Service Development Officer
	Dave Hancock, Director of Capital Development
PRESENTER(S):	Marcus Bennett, Project Manager

TITLE:

Contract: Funding Agreement for Midvalley Connector (Utah Department of Transportation)

AGENDA ITEM TYPE:
Non-Procurement Agreement

RECOMMENDATION:
Approve the Funding Agreement regarding the Midvalley Connector Project, authorize UTA's Executive Director to execute the agreement and authorize the receipt of $22,800,000 in Transit Transportation Investment Funds (TTIF) and the use of $15,200,000 in UTA funds as match.

BACKGROUND:
The Utah Department of Transportation (UDOT) has selected the Midvalley Connector project to receive $22,800,000 from the TTIF. The subject agreement:

- Authorizes the transfer of $22,800,000 of funds from UDOT to UTA;
- Requires expenditure of provided funds to be on the Midvalley Connector project;
- Requires expenditure of matching non-state funds of $15,200,000 on the Midvalley Connector project; and
- Necessitates project reporting to UDOT.

DISCUSSION:
It is anticipated that the largest funding source of the $15,200,000 in matching funds will be the pending $62,800,000 in Federal Transit Administration (FTA) Small Starts Funds. FTA rated the Midvalley Connector project Medium-High in October, which qualifies the project for the $62,800,000 in funds, pending project selection, grant award, and UTA entering into an agreement with FTA.

The full project budget at this time would be $103,417,000 as submitted to FTA in the Small Starts Grant Application, plus the funds required for the electric buses (up to $14,000,000) which are independent of the Small Starts Grant. UTA is currently preparing a grant application for the electric buses.

CONTRACT SUMMARY:

Contractor Name:	Utah Department of Transportation
Contract Number:	22-P00202
Base Contract Effective Dates:	5 years from Agreement execution
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	$22,800,000
Procurement Method:	N/A
Budget Authority:	Grant revenue as well as matching obligation funds are included in the 5-Year Capital Plan

ALTERNATIVES:
UTA could negotiate revisions to the Agreement with UDOT that are deemed prudent.

FISCAL IMPACT:
The funds transferred by this Agreement are an essential funding source for the project, matching funds will likely come from federal and local funding sources

ATTACHMENTS:
Funding Agreement for Midvalley Connector - UDOT_17842

MAJ

MB

UDOT PIN: 17842
UDOT CONTRACT #:_____
UDOT TRACKING #:_____

TRANSIT TRANSPORTATION INVESTMENT PROGRAM FUNDS (TTIF)

COOPERATIVE AGREEMENT

This Transportation Investment Program Funds (TTIF) Cooperative Agreement (the "Agreement") is entered to be effective as of _____, by and between the Utah Department of Transportation ("UDOT"), an agency of the State of Utah, and Utah Transit Authority ("Agency"), a political subdivision of the State of Utah. UDOT and the Transit Agency are collectively referred to as "Parties" and each may be referred to individually as "Party."

RECITALS

WHEREAS, the Utah State Legislature appropriated money for the Transit Transportation Investment Program ("Program") pursuant to Utah Code Section 72-2-124, and Program funds must be administered by UDOT when a scope of work has been approved by the Utah Transportation Commission pursuant to Utah Code 72-2-124 and 72-1-304; and

WHEREAS, the Transit Agency requested the project that is described in this Agreement (the "Project"), the Transit Agency has committed a local match amount as required by Utah Code Section 72-2-124, and the funding was approved pursuant to the Utah Transportation Commission Policy UTC 01-01.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing Recitals (which are incorporated into this Agreement by this reference), the mutual covenants and agreements hereafter set forth, the mutual benefits to the Parties to be derived, and for other valuable consideration, the receipt and sufficiency of which the Parties acknowledge, it is hereby agreed as follows:

1. Objective and Scope of Work. This Agreement is entered to govern Program funding for the Project, which is further described as follows:

   The Midvalley Connector Project, a Bus Rapid Transit Project with exclusive bus lanes and fixed stations in Murray, Taylorsville and West Valley City.

   The Agency agrees to use the funding provided hereunder solely for that purpose in compliance with this Agreement. The Project is subject to the terms of this Agreement, the approved UDOT Funding Application, UDOT's Award, and all legal requirements associated with such funding. The Agency further agrees that the scope of work to be performed, estimated costs, and estimated schedule must remain consistent with UDOT's competitive award to the Agency. UDOT must give prior written approval for any material modifications to the scope of work for the duration of the Project or they will not be acceptable for funding. Program funds can only be used to pay for expenses that are stated in the Project's approved scope of work, and the Agency shall not use Program funds to pay for any expense that is not part of the approved scope of work.

2. Local Match Amount and Payment Schedule. The Agency commits to fund a local match amount of $15,200,000.00 in order to receive the eligible Program fund amount of $22,800,000.00 for the Project. UDOT will deliver the Program funds to the Transit Agency in a Lump Sum Payment, paid no later than sixty (60) days after the effective date of this Agreement. The Agency must apply Program funds and Agency matching funds on a pro-rata basis (60% $22,800,000.00/40% $15,200,000.00) to expenses within the approved scope of work as they are paid. Upon UDOT's request, the Agency will provide UDOT with an itemized list of all spending for the activities described in the approved scope of work that includes all funding sources and project costs.

3. Progress Report. The Agency will submit to UDOT a brief, one (1) -page progress report for each quarter of the calendar year during which the Agency is holding unexpended Program funds. The quarterly progress report will be submitted within thirty (30) days after the end of each quarter and shall include the following:

   a. A brief description of the progress and tasks completed for the approved scope of work for the Project.
   b. A summary of the funds expended and budget remaining.

4. Additional Information. The Agency will cooperate with all of UDOT's requests for information or status concerning the Project and will promptly respond to them. The Agency acknowledges that the Agency and UDOT may be asked to submit reports or respond to inquiries about Program funds for the Utah State Legislature and the Utah Governor's Office.

5. Adoption of Project. After the Project is complete, the Agency agrees to promptly implement or start the process to implement the results of the Project.

6. Use and Residual Funds. Upon completing the Project or expending all of the Program funds, the Agency will provide UDOT with an itemized report detailing where the funds have been spent and also showing all funding sources and total Project costs. If any Program funds remain unexpended after the completion of the approved scope of work, the Agency shall return the unexpended Program funds to UDOT within sixty (60) days, with or without a request by UDOT. Program funds and matching funds must be expended on the Project on a pro-rata basis, and the amount to be returned must be the unexpended pro-rata portion of the Program funds provided for the Project.

7. No Additional Funds. Unless specifically agreed to in a written amendment to this Agreement, UDOT will not be required to contribute additional funds to the Project. If the Agency decides to cancel or abandon the Project before it is complete, or the approved scope of work cannot be completed for any reason, the Program funds and the Agency funds must bear expenses for completed portions of the approved scope of work pro-rata (60% UDOT/40% Agency), and the Agencyshall return to UDOT the unexpended pro-rata portion(60% UDOT/40% Agency) of the Program funds within sixty (60) days.

8. Term. The Parties agree that this Agreement shall remain in full force and effect for a period of five (5) years from the time this agreement is executed unless otherwise agreed to by the Parties in an amendment to this Agreement. At the end of the five (5) years, if any Program funds have not been expended for the approved scope of work, the Agency shall return to UDOT the unexpended pro-rata portion (60% UDOT/40% Agency) of the Program funds within sixty (60) days. If the Agency cannot complete the project within the given time frame. The Agency may request an extension. The request must be sent in writing to UDOT six(6) months prior to the Agreement end date. UDOT will notify the Agency within 30 days of receiving the extension request whether an extension will or will not be granted.

9. Termination and Remedies. In the event that UDOT determines the Agency has not complied with the requirements of this Agreement, UDOT will provide written notice of the non-compliance. The Agency agrees to cooperate with any inquiries or investigations conducted by UDOT. If the Agency does not remedy the breach stated in UDOT's written notice of non-compliance within the time period stated in the notice, UDOT may terminate the Agreement. In the event of termination for non-compliance, the Agency agrees that within sixty (60) days it will pay to UDOT all unexpended Program funds that it held on the date of the notice, and it will also repay to UDOT the amount of any Program funds that were spent on unapproved expenses. The Transit Agency agrees that it does not have the right to possess funds that are misapplied and that the same are immediately due and payable to UDOT so UDOT can return them to the state of Utah. UDOT has the right to all remedies available by law.

10. Amendment/Waiver. No waiver, termination, amendment or other modification of any provision to this Agreement shall be effective unless the same shall be in writing and signed by all Parties, and then such waiver, termination, amendment or modification shall be effective only in the specific instance and for the specific purpose for which it is given.

11. Entire Agreement. This Agreement constitutes the entire Agreement by and between the Parties with respect to the subject matter of this Agreement and supersedes all prior agreements, understandings and negotiations, both written and oral, with respect to the subject matter of this Agreement. No representation, warranty, inducement, promise, understanding or condition which is not set forth in this Agreement has been made or relied upon by either of the Parties hereto.

12. Dispute Resolution. The Parties agree to make a good faith effort to resolve any dispute regarding the construction or interpretation of any provision of this Agreement, or regarding any policy matter or the determination of any issue of fact, at the lowest appropriate level.

13. Miscellaneous. This Agreement is binding and inures to the benefit of the Parties and it does not inure to the benefit of any third party. No Party shall assign or transfer any rights, or delegate any duties hereunder, without the other Party's prior written consent, and any such attempted assignment, transfer, or delegation is void. The Parties agree to work cooperatively and in good faith. This Agreement does not create any partnership, joint venture, or agency relationship. The Transit Agency agrees to properly address the legal requirements that apply to the work which is funded under this

Agreement, and Transit Agency agrees to take any further actions that are necessary to provide for compliance with those legal requirements.

14. Transit Agency's Compliance. The Transit Agency hereby represents to UDOT that it has complied and will continue to comply with the requirements necessary for the award of the funding provided under this Agreement, including but not limited to, the moderate income housing and other obligations set forth in Utah Code 72-2-124.

15. Authority. By signing below each Party represents and warrants: (i) that the individual(s) signing below are all of the individuals who are authorized and necessary to sign on behalf of the Party to make this Agreement binding on the Party, and (ii) that the execution, delivery and performance of this Agreement by the Party will not constitute a default under any other agreement to which it is a party or a violation of a law or contract applicable to that Party.

IN WITNESS WHEREOF, the Parties have entered into this Agreement effective the date first set forth herein.

UTAH DEPARTMENT OF TRANSPORTATION

By_____

Region Director, Robert Stewart

Date_____

By_____

UDOT Finance Director, Shara Hillier

Date_____

By_____

Comptroller

Date_____

UTAH TRANSIT AUTHORITY

By Mary DeLoretto

Chief Service Development Officer
Mary DeLoretto

Date 11/09/2022

By_____

Executive Director, Jay Fox

Date_____

By

Approve to Form M. Bell

Date 11/09/2022

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S):	Jaron Robertson, Acting Planning Director Julianne Sabula, Manager, Planning and Programing, Salt Lake City

TITLE:

Change Order: First Amendment to the Microtransit Cooperative Agreement (Salt Lake City Corporation)

AGENDA ITEM TYPE:
Non-Procurement Agreement

RECOMMENDATION:
Approve the First Amendment to the UTA-Salt Lake City Microtransit Cooperative Agreement and authorize the Executive Director to execute the agreement with Salt Lake City for renewal of the UTA On-Demand Salt Lake City Westside service.

BACKGROUND:
The UTA-Salt Lake City Microtransit Cooperative Agreement was approved by the UTA Board of Trustees on October 13, 2021 and executed in December 2021 as an agreement between UTA and Salt Lake City to fund and deploy the UTA On-Demand Salt Lake City Westside microtransit service as part of the Salt Lake City Transit Master Plan and UTA's Five-year Service Plan. UTA and Salt Lake City partnered to deploy the microtransit service as a UTA On-Demand service which provides significant advantages and benefits to the community by being tied into the UTA transit network.

The Microtransit Cooperative Agreement provided $1,900,000 over 12 months (December 2021 - December 2022) by Salt Lake City for UTA to deploy and operate the UTA On-Demand microtransit service with UTA's vendor Via. Salt Lake City reimburses UTA monthly for actual expenses incurred for all Via provided services, fueling expenses, and a 5% operations support fee. Marketing and promotions provided are a direct pass-through on all expenses incurred. UTA retains all fares collected as part of the service.

DISCUSSION:
The First Amendment to the Microtransit Cooperative Agreement renews the agreement and provides an

additional 12 months of Salt Lake City funding (Not-to-Exceed $1,900,000) for UTA to operate the UTA On-Demand Salt Lake City Westside microtransit service with UTA's vendor Via.

UTA and Salt Lake City staff will provide an overview of the Microtransit Cooperative Agreement, the First Amendment to the Microtransit Cooperative Agreement, and 2023 associated funding.

An overview of the UTA On-Demand Salt Lake City Westside service will be provided to the Board of Trustee's as part of the Board Agenda Item: Change Order: On Demand Technologies Service Order No. 1, Amendment No. 3 - SLC Westside Contract Renewal (River North Transit, LLC / "Via").

CONTRACT SUMMARY:

Contractor Name:	Salt Lake City Corporation
Contract Number:	21-P00119-1
Base Contract Effective Dates:	December 13, 2021 - December 12, 2022
Extended Contract Dates:	December 13, 2022 - December 31, 2023
Existing Contract Value:	$1,900,000
Amendment Amount:	$1,900,000
New/Total Contract Value:	$3,800,000
Procurement Method:	N/A
Budget Authority:	IMS 2023 Budget $1,900,000

ALTERNATIVES:

Terminate the Microtransit Cooperative Agreement and reject the amendment, thus asking that Salt Lake City procure and operate the Salt Lake City Westside microtransit service. Note: should UTA pursue this alternative, both contractual requirements and other federal requirements regarding service changes would first need to be met, such alternative should be considered as either part of the April 2023 or August 2023 change day.

FISCAL IMPACT:

Salt Lake City provided funding of $1,900,000 over a 12-month period in 2023. Revenue from Salt Lake City will be included in the 2023 final budget.

ATTACHMENTS:

21-P00119-1: First Amendment to the Microtransit Cooperative Agreement

FIRST AMENDMENT TO MICROTRANSIT COOPERATIVE AGREEMENT

UTA Contract No. 21-P00119-1
SLC Contract No. 06-3-22-3953

THIS FIRST AMENDMENT TO THE MICROTRANSIT COOPERATIVE AGREEMENT ("First Amendment") by and between Salt Lake City Corporation, a Utah municipal corporation ("City") and Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("UTA") is made effective as of December 13, 2022.

WHEREAS the City and UTA ("the Parties") made and entered into a MICROTRANSIT COOPERATIVE AGREEMENT FOR OPERATION OF SALT LAKE CITY'S TRIPS TO TRANSIT MICROTRANIST SERVICE ("MCA") on February 4, 2022; and

WHEREAS the term of the MCA was initially 12 months from February 4, 2022 with the possibility of 4 additional year-by-year extensions based on the mutual agreement of the Parties; and

WHERAS, the Parties desire to extend the MCA from February 4, 2023, until December 31, 2023 on the terms and conditions contained in the MCA;

NOW THEREFORE, in consideration of the mutual covenants and promises of the Parties and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. The term of the MCA is hereby extended for an additional period of time from February 4, 2023, to December 31, 2023.

2. The amount specified in Exhibit A of the MCA for the Total Not-to-Exceed pricing shall remain at the amount of $1.9 million, which shall cover the period beginning on December 13, 2022 and extending through December 31, 2023. All other payment provisions contained in Paragraph 4 and Exhibit A of the MCA shall be applicable to this extension period. Notwithstanding the foregoing, all financial commitments by City shall be subject to the appropriation of funds approved by the City Council and the limitations on future budget commitments provided under applicable Utah law, including the Utah Constitution.

3. All other terms and conditions of the MCA shall remain in full force and effect.

IN WITNESS WHEREOF, the Parties have caused this First Amendment to be executed as of this 21st day of December 2022.

UTAH TRANSIT AUTHORITY

Jay Fox
Executive Director

Nichol Bourdeaux
Chief Planning and Engagement Officer

Jaron Robertson
Director, Planning and Engagement

Michael L Bell Digitally signed by Michael L Bell
Date: 2022.12.02 14:10:55 -07'00'
Mike Bell
Assistant Attorney General
UTA Counsel

SALT LAKE CITY CORPORATION

Blake Thomas
Director of Community and Neighborhoods

CITY RECORDER

ATTEST AND COUNTERSIGN:
Minutes and Records Clerk

APPROVED AS TO FORM:
Sara Montoya
Senior City Attorney

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S):	Jaron Robertson, Acting Planning Director

TITLE:

Change Order: On Demand Technologies Service Order No. 1, Amendment No. 3 - SLC Westside Contract Renewal (River North Transit, LLC / Via)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve Amendment No. 3 to Service Order No. 1 and authorize UTA's Executive Director to execute the amendment and associated disbursements with River North Transit, LLC (Via) in the not to exceed amount of $4,750,000.

BACKGROUND:
On December 13, 2021, in partnership with Salt Lake City (SLC), UTA's Innovative Mobility Solutions department launched the second UTA On Demand microtransit zone across SLC's Westside communities. The UTA On Demand - SLC Westside service area is approximately 15 square miles - providing microtransit service to the Rose Park, Fairpark, Poplar Grove, and Glendale neighborhoods. In alignment with the SLC Transit Master Plan, the microtransit zone is sponsored and funded by SLC through a Microtransit Cooperative Agreement (UTA Contract 21-P00119). The UTA On Demand - SLC Westside zone provides corner-to-corner service, and door-to-door accommodations for eligible passengers. Service is available seven days a week, Monday - Saturday from 4:00 am - 12:15 am and Sunday from 6:00 am - 9:00 pm.

UTA has contracted with River North Transit, LLC (Via) through a Master Services Agreement (MSA) which was approved by the Board of Trustees on August 25, 2021 and executed in September 2021 to expand microtransit services and programs (UTA Contract 20-03399). Service Order No. 1 of the MSA (UTA Contract 20 -03399-1), which was approved by the board on October 13, 2021, defines a Transportation-as-a-Service solution for the UTA On Demand - SLC Westside service. Via provides the day-to-day operations including technology-enabled service integration, customer service, drivers, vehicles, vehicle cleaning and maintenance

based on identified service parameters. Service Order No. 1 also defined a 12-month Not-to-Exceed contract amount effective December 13, 2021 through December 12, 2022.

Amendment No. 1 to Service Order No. 1 was executed on November 30, 2021 to add Wheelchair Accessibility for a cost of $45,000 ($15,000 each for 3 vehicles).

Amendment No. 2 to Service Order No. 1 was executed on September 16, 2022 to add bike racks for a cost of $6,320. 34 for 8 hitches and racks.

DISCUSSION:

This contract amendment is a renewal of the UTA On Demand SLC Westside service. The service is supported by UTA's Five-Year Service Plan and is included in the 2023 Innovative Mobility Solutions budget. The contract amendment is an 18-month agreement which defines funding and operating parameters for the SLC Westside service with Not-to-Exceed (NTE) annual expenses defined for each year, which are dependent on additional funding from SLC. NTE amounts are not guaranteed spending amounts and include flexibility to expand the fleet, increase service hours, and market and promote the service as determined by UTA.

Staff will provide an update to the UTA Board of Trustees regarding service performance since December 2021. Discussion topics will include the following:

- Overview of service performance including ridership, key performance indicators, customer experience, and travel patterns
- Successes and challenges with the service
- 2023 operating plans
- Contractual and service funding amounts

CONTRACT SUMMARY:

Contractor Name:	River North Transit, LLC (Via)
Contract Number:	20-03399-1-3
Base Contract Effective Dates:	Dec 13, 2021 - Dec 12, 2022 (Service Order No. 1)
Extended Contract Dates:	Dec 13, 2022 - June 30, 2024 (Amendment No. 3)
Existing Contract Value:	$17,505,125 (All Service Orders and Amendments)
Amendment Amount:	$4,750,000 (Amendment No. 3)
New/Total Contract Value:	$22,255,125 (All Service Orders and Amendments)
Procurement Method:	RFP
Budget Authority:	2023 Innovative Mobility Service Budget in UTA's Operating Budget

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ALTERNATIVES:

UTA has partnered with SLC to deploy the UTA On Demand SLC Westside service which includes a Microtransit Cooperative Agreement (MCA). UTA and SLC are amending the MCA to fund the service for the 2023 calendar year. The service is also in alignment with UTA's Five-Year Service Plan and SLC's Transit Master Plan. If UTA were to determine not to support this service in the future, UTA and SLC will collaborate to develop a transition plan and updates to the Five-Year Service Plan to support any associated changes.

FISCAL IMPACT:

Contractual Not-to-Exceed Amounts:

- December 1, 2022 - December 31, 2023: $1,800,000
- December 1, 2022 - December 31, 2023: Increase to $3,000,000 at UTA's sole discretion and contingent upon receipt of additional funds from Salt Lake City
- January 1, 2024 - June 30, 2024: $1,750,000 contingent upon receipt of additional funds from Salt Lake City
- Total Not-to-Exceed Amount: $4,750,000

ATTACHMENTS:

- 20-03399-1-3: UTA on Demand SLC Westside Renewal (Amendment No. 3)

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AMENDMENT NO. 3 TO
SERVICE ORDER NO. 1 UNDER THE
ON-DEMAND TECHNOLOGIES AND INNOVATIVE MOBILITY SERVICES
MASTER SERVICES AGREEMENT

UTA Contract No. 20-03399-1-3

DECEMBER 21, 2022

1. Amendment

On September 30, 2021, each of River North Transit, LLC ("**Via**") and the Utah Transit Authority ("**UTA"** or **"Customer**"), hereinafter collectively referred to as the "**Parties**," entered into Service Order No. 1 (as amended, the "**Service Order**") under UTA Contract No. 20-03399 (the "**MSA**") to establish and on-demand transit deployment ("**Deployment**") in the westside of Salt Lake City, Utah.

By Amendment No. 1, the Parties agreed to upfit all wheelchair accessible vehicles with "side entry" ramp access for the Deployment.

By Amendment No. 2, the Parties agreed to install bike racks on all vehicles for the Deployment.

By this Amendment No. 3, the Parties agree to further amend the Service Order as follows:

a) **Extension.** The Parties hereby agree to extend the duration of the Deployment under the Service Order beyond its original duration effective December 13, 2022 through June 30, 2024. This full extension is contingent on receipt of additional funding from Salt Lake City in the Summer/Fall of 2023 and will be terminated at UTA's discretion if additional City funding is not received.

b) Section 3. Fees shall be deleted entirely and replaced with:

3.1 Fees

The table below outlines the payment structure, in which UTA would be charged a price per driver hour and a fixed monthly price for Technology and IT Operations. Any new regulatory fees imposed by a governmental entity related to the service will be charged as a pass-through cost contingent on UTA advance agreement provided such agreement will not be unreasonably withheld. UTA will have the option of decreasing other services or expenses in order to off-set these additional fees. The Deployment shall include a fleet of vehicles as described in Section 4, Service Parameters, subject to extension by mutual agreement of the parties on terms to be agreed (including any change in fees).

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CONFIDENTIAL

Via + Utah Transit Authority | Rose Park Expansion Contract Pricing

Dec 1, 2022 - June 30, 2024

ITEM NO.	DESCRIPTION	EST. MONTHLY QTY.	UNIT	UNIT PRICE	ESTIMATED MONTHLY COSTS	ESTIMATED TOTAL PRICE
1	WAV Retrofit & Bike Rack Costs	2	Lump sum	$25,900	$51,800	$51,800
2	Driver Pay (1)	3,500	1 driver hour	$27.69	$96,915	$1,841,385
3	Vehicle Rental and WAV Costs (1)	3,500	1 driver hour	$12.61	$44,135	$838,565
4	Live Customer Support (1)	3,500	1 driver hour	$3.22	$11,270	$214,130
5	Other Project Operations (2)	3,500	1 driver hour	$19.13	$66,955	$1,272,145
6	Technology Fee & Dedicated IT Operations (3)	1	1 month	$15,244	$15,244	$289,631
Estimated Total Price - Dec 1, 2022 - June 30, 2024					**$237,245**	**$4,507,656**

Memo: Total Hourly Costs	*$62.65*
Memo: Total Hourly Costs (Excl. Vehicle Rental and WAV Costs)	*$50.04*

Note: Pricing excludes all taxes.

(1) Billed on an "as used" basis. Assumes fuel card program continues and Via is not responsible for purchasing fuel. Includes capex-like items (vehicle leases and WAV costs).
(2) Includes insurance, local & central operations support, acquisition/marketing costs, vehicle wraps, T&E, miscellaneous office expenses, and other administrative costs.
(3) Includes Via technology access fees, cloud hosting costs (Amazon Web Services, Google Maps), third-party licensing fees for data capture, database maintenance and data

The values in the table above are Not-to-Exceed (NTE) amounts and are subject to downward adjustment based on actual revenue hours achieved.

UTA will be billed for the above fees as described below. Driver hours will be billed as incurred at the end of each month. UTA shall pay the following fees to Via:

Ongoing Invoice Fees

UTA shall pay the following fees to be invoiced monthly by Via on or around the 15th of each month, starting upon launch of the Deployment:

- $62.65 per driver hour in ongoing project costs, to include driver partner pay, vehicle rental and wheelchair-accessible vehicle (WAV) costs, live customer support, twice weekly cleaning and project operations
- $15,244 per month in technology access fees and dedicated IT operations costs

These fees are exclusive of fuel. UTA will continue to provide fuel though UTA's fuel card network at no additional cost to Via for the UTA On Demand vehicle fleet as defined within Exhibit C of this Service Order.

Should changes in applicable federal, state, local law result in a significant change in Via's costs, either an increase or decrease, Via or UTA may opt to renegotiate the ongoing on-demand service hour fees or level of service obtained.

3.2 Fare Revenue

UTA shall maintain its partner Braintree account throughout the Deployment and shall collect and own all revenue from service fares ("farebox revenue"), net of Braintree service fees, in the account.

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3.3 Wheelchair Accessible Vehicle (WAV) Configuration Fees

UTA shall pay to Via a one-time sum of $25,000 per WAV for configuring up to two additional service WAVs as "side entry" ramp access. The foregoing fee(s) shall be payable within 30 days of UTA authorization to proceed..

3.4 Bike Hitch and Rack Installation Fees

UTA shall pay to Via a one-time sum of $900 for the installation of bicycle carrying hitches and racks as part of the configuration of each WAV vehicle described in section 3.3. The total sum of $1,800 represents Via's cost with no additional mark-ups and shall be treated as pass-through revenue by Via. The fee(s) shall be payable to Via by UTA within 30 days of UTA authorization to proceed.

3.5 Marketing Fees

Via will separately invoice UTA for marketing expenses incurred and as authorized by UTA under Section 8 of this Service Order. Via will charge its standard labor rate of $150.00 per hour for internal marketing labor cost. All other marketing expenses will be passed through at cost. The total combined marketing expenses incurred by Via and UTA shall not exceed $100,000. This amount is not included in the pricing table shown above.

3.6 Compensation

The not-to-exceed (NTE) total compensation for performance for the duration of Amendment No. 3 is $4,750,000. These NTE amounts include, but are not limited to, service expenses for WAV retrofits, bike racks, vehicle wrapping, driver pay, vehicle rental fees, live customer support, project operations, rider acquisition, technology, dedicated IT operations, vehicle cleaning, and marketing expenses. Annual expenses and NTEs are subject to downward adjustment based on actual revenue hours achieved. Annual NTE's shall be distributed as follows (exclusive of fuel):

- December 1, 2022 – December 31, 2023, NTE: $1,800,000*
  * At UTA's sole discretion, and contingent upon receipt of additional funds from Salt Lake City, the NTE may be increased to a maximum of $3,000,000 during the period of December 1, 2022 – December 31, 2023.
- January 1, 2024 – June 30, 2024 NTE: $1,750,000 -This amount shall be contingent on receipt of additional funds from Salt Lake City in Summer/Fall 2023.

c) Section 4 is hereby amended by deleting the paragraph beginning with "Vehicle Fleet" in its entirety and replacing it with the below:

Vehicle Fleet: The Vehicle Partner will offer a fleet of up to twelve (12) branded, licensed and insured vehicles, including five (5) Americans with Disabilities Act (ADA) compliant Wheelchair Accessible Vehicles (WAV) to be made available to independent contractor Driver Partners, who will be able to gain access to these

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vehicles after being registered onto the Platform. Of the twelve total vehicles, one (1) WAV and two (2) non-WAVs shall be treated by Via as spares in the event that a regular service vehicle requires maintenance or replacement. All WAVs inserted into the Deployment shall be configured as "side entry" such that passengers entering those vehicles with a wheelchair or mobility assistance device may do so via a ramp on the side of the vehicle rather than at the rear of the vehicle. Via shall make all commercially reasonable efforts to insert all side-entry WAVs into service in the Deployment as of the Launch Date. The Parties acknowledge that if any number of the side-entry WAVs are unavailable or have not been delivered by the Vehicle Provider as of the Launch Date, Via may, at its discretion, insert into the Deployment an equal number of "temporary" WAVs, which may be "rear-entry" WAVs instead of "side-entry" WAVs, with no financial penalty to Via and at no additional cost to UTA. If such delay in the provision of side-entry WAVs occurs, Via agrees to provide UTA with regular updates regarding the timing of delivery and the availability of the side-entry WAVs, and to insert the side-entry WAVs into service in the Deployment at the earliest possible date. All vehicles inserted into the Deployment, including those vehicles considered as 'spare' vehicles, shall be equipped to carry at least one bicycle by means of a bicycle hitch and rack installed onto the rear of the vehicle. Via shall take commercially reasonable steps to ensure that all vehicles can accommodate a bicycle within 30 days of the signing date of this Amendment, while respecting the need for the installations of the bicycle carrying mechanism not to interfere with Via's need to maintain an adequate supply of vehicles necessary for the continuous operation of the Deployment.

d) Section 9 is hereby amended by deleting the paragraph beginning with "Goals" in its entirety and replacing it with the below:

Goals

- High quality customer experience, 15-20 minute ETA, 90% on time
- Equitable service for WAV riders, 15-20 minute ETA, 90% on time
- Safety, avoidable accidents <1/100,000 miles
- Customer satisfaction, ≥4.8 ride rating
- Average cost per ride of $20.00
- Incentivize first/last mile connections (to rail stations), with an average of 25%
- Incentivize shared rides, with an average of 30% of all rides shared

2. Terms

This Amendment No. 3 shall be effective immediately as of December 1, 2022.

All terms and conditions contained in the MSA and the Service Order are also applicable to this Amendment No. 3. If a term contained in this Amendment No. 3 is in conflict with the general terms of the MSA or the Service Order, the specific term in this Amendment No. 3 shall take precedence. The MSA and Service Order, as well as all amendments and addendums thereto, remain in full force and effect as supplemented by this Amendment No. 3.

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This document contains business information which Via claims to be confidential and will be protected from release or disclosure to the full extent permitted by applicable laws (including, without limitation, the Utah Government Records Access and Management Act, UCA 63G-2-101. Et. Seq.)

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IN WITNESS WHEREOF, the Parties hereto have caused this Amendment No. 3 to be executed in duplicate as of the date first herein written.

RIVER NORTH TRANSIT LLC	UTAH TRANSIT AUTHORITY
DocuSigned by: Alex Lavoie C7652978C824421... Alex Lavoie Manager of River North Transit LLC 12/2/2022 Date:	Jaron Robertson Acting Planning Director Date: Nichol Bourdeaux Chief Planning and Engagement Officer Date: Jay Fox Executive Director Date: DocuSigned by: Mike Bell 70E33A415BA44F6... Mike Bell Assistant Attorney General UTA Counsel 12/2/2022 Date:

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Alisha Garret, Chief Enterprise Officer
PRESENTER(S): Kyle Brimley, IT Director

TITLE:

Change Order: Bus Realtime Digital Signage Modification 1 - Additional Signs for Ogden/Weber State Bus Rapid Transit (OGX) (Daktronics Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve the award and authorize the Executive Director to execute a change order of $264,960 along with associated disbursements to Daktronics for OGX signs.

BACKGROUND:
This procurement is being made through Daktronics with an existing contract approved by the Board of Trustees on May 26,2021. Under this contract UTA purchased 23 signs with an option to purchase an additional 300.

Under the existing contract, UTA can purchase additional signs at $10,665 each. UTA also upgraded the standard one-year warranty to a three-year warranty at a cost of $375 per sign. Installation of these signs will fall under the existing contractor agreement for the capital project. Signs will be installed by the contractor.

The previously contracted signs have not been installed, but will be going into 7 intermodal locations throughout the system, Murray Central, West Valley Central, Central Pointe, SL Central, U of U Bus Loop, Farmington Station, Clearfield Station, and Ogden Station**.**

DISCUSSION:
The purpose of this modification is to amend the contract with Daktronics to include an additional 24 LED signs each with a three-year warranty, all other terms of the existing contract are to remain as is.

UTA is constructing a Bus Rapid Transit (BRT) in Ogden with 22 stations. Each of these stations will contain an LED Sign which will contain bus location information.

CONTRACT SUMMARY:

Contractor Name:	Daktronics Inc.
Contract Number:	20-03304BM-1
Base Contract Effective Dates:	May 2021 - May 2024
Extended Contract Dates:	May 2024
Existing Contract Value:	$311,945.00
Amendment Amount:	$264,960.00
New/Total Contract Value:	$576,905.00
Procurement Method:	Contract
Budget Authority:	Approved IT Operating Budget

ALTERNATIVES:

Contract with another sign provider through RFP. However, in researching different options it was determined that the efficient option is to continue with the existing vendor through this contract modification.

FISCAL IMPACT:

The procurement will pay for the acquisition of the hardware and 3 year warranty, and the contractor on the project will provide the installation. All defects for the sign will be covered by a 3 year warranty from Daktronics.

One time cost of 24 signs with 3 year warranty is $264,960.00” to be paid from the 2022 budget year on 20-2121.68912.14055005 on MSP232

ATTACHMENTS:

Modification 01-Daktronics Signs

DocuSign Envelope ID: E80ABC5E-7818-4DCD-8E8B-F5EB24801F1B

MODIFICATION NUMBER ONE TO CONTRACT UT 20-03304BM

This Modification Number One (1) to Contract Agreement is hereby entered into and made effective as of the date of the last signature below the ("Effective Date"), by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah, (hereinafter "UTA") and DAKTRONICS, INC., a corporation located in Brookings, South Dakota, (hereinafter the "Contractor").

RECITALS

WHEREAS, on May 28, 2021 UTA entered into a contract for providing Bus Real Time Digital Signage Equipment and all associated hardware, software, tools, training, and documentation (the "Goods and Services").

WHEREAS, UTA desires to purchase additional signage for a new service line.

WHEREAS, the Contractor has presented a proposal for the items identified in Exhibit 1; and

WHEREAS, UTA and the Contractor now desire to modify the Contract Agreement as set forth herein.

CONTRACT AGREEMENT

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

1. Term: There is no change in the term of the Contract.

2. Changes to Contract Requirements:

The Contractor should provide a quantity of Twenty Four (24) each LED Signs part number F-6711-32x160-6-RGB-DF, dated October 17, 2022 according to the attached Quote labeled Exhibit 1.

3. Compensation and Fees: The amount of each sign is $10,665.00, for a total of $255,960.00 with a 3 year extended warranty of $375.00 each, for a total of $9000.00, and a total amount of $264,960.00. The total value of the contract is increased from $311,945.00 to a new total not to exceed $576,905.00

4. Other Terms Remain in Effect: All other terms and conditions remain unchanged.

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IN WITNESS WHEREOF, the parties hereto have executed and delivered the Agreement as to the date written above.

DAKTRONICS INC.:

DocuSigned by:
Koreen Bjorklund
F5E86120FE4A410...
Koreen Bojrklund
National Sales Manager, Transportation
Date 11/28/2022

DocuSigned by:
Jesse.Coudron
A868B37E36CD453...
Jesse Coudron
Project Manager
Date 11/28/2022

UTAH TRANSIT AUTHORITY:

Jay Fox
Executive Director
Date

Alisha Garrett
Chief Enterprise Strategy Officer
Date

Kyle Brimley
IT Director
Date

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Michael Bell
Assistant Attorney General
Date 11/28/2022

From: Jesse Coudron
To: Palmer, Justin (IT Project Manager); Koreen Bjorklund
Cc: Warren, Marci (IT Project Manager); Daniel Orozco; Palmer, Justin (IT Project Manager)
Subject: RE: Lead Time for Signs
Date: Monday, October 17, 2022 3:00:38 PM

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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.

Hi Justin, I wanted to follow up our call & provide the below breakout. Please let me know if you have any questions. Thanks!

UTAH TRANSIT AUTHORITY

Electronic Digital Signage	Unit	Qty	Ext
LED Sign AF-6711-32x160-6-RGB-DF (small)	$10,665.00	24	$255,960.00
3 year warranty (extends standard 1 year to 3 year)	$375	24	$9,000
Total			$264,960.00

Jesse Coudron
Project Manager
Phone **605-691-9806**
Address **201 Daktronics Dr. Brookings, SD 57006**
Web **daktronics.com**

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Dean Hansen, Systems Engineering Manager

TITLE:

Change Order: On-Call Systems Maintenance Task Order #22-038 - Fiberoptic Construction (Rocky Mountain Systems Services)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve task order #22-038 (Fiberoptic Construction) to on-call systems maintenance contract with Rocky Mountain System Services (RMSS) and authorize the Executive Director to execute contract and associated disbursements in the amount of $3,243,374.

BACKGROUND:
In November 2020, UTA released a request for procurement (RFP) for an on-call maintenance contractor focused specifically on systems engineering and maintenance support. Rocky Mountain Systems Services was selected as the winner based on overall scoring using the best value format. The UTA Board of Trustees approved the contract and authorized the Executive Director to execute the contract with RMSS on February 24, 2021. This contract is for three years with two, one-year options.

Typical task orders under this contract include:

- Subject matter experts to support UTA rail systems and MOW systems departments.
- Train Control System upgrades, repairs, analysis, and training
- Stray Current monitoring and analysis
- OCS/TPSS repair, maintenance, and training
- Traffic Signal inspections, connections, repairs, and coordination

DISCUSSION:
UTA Staff is requesting approval of task order 22-038 with RMSS. This task order is for the construction of a fiber optic backbone on two TRAX communication systems: UTA's train control system, traction power systems, and IT network on the TRAX Blue line (Sandy Civic Center Station to I-Hub Station) and the University Red line (Main Street/400 South to Medical Center Station/E5 TPSS). Construction shall also accommodate fiber optic runs back to Jordan River Rail Service Center, Frontlines Headquarters, Meadowbrook Maintenance Facility, as necessary.

RMSS is also responsible for relocating the fiber optic bank between the Farmington station to Kaysville to accommodate the upcoming FrontRunner Shepard Lane project.

Key Deliverables:

- Install and connect 144 SMF cable for the signal, IT, and traction power substation networks
- Install and connect ethernet switches
- Terminate and/or splice existing fiber
- Integrate with Track Driver eXtra Version 3 software
- Network testing

CONTRACT SUMMARY:

Contractor Name:	Rocky Mountain Systems Services
Contract Number:	20-03382VW-22-038
Base Contract Effective Dates:	March 3, 2021 through December 31, 2023, 2 option years available in contract could extend to 2025
Extended Contract Dates:	N/A
Existing Contract Value:	$13,968,581
Amendment Amount:	$3,243,374
New/Total Contract Value:	$17,211,955
Procurement Method:	RFP best value modification
Budget Authority:	Capital Construction Fiber Rehab/Replacement Project (SGR-410)

ALTERNATIVES:
Disapprove task order. TRAX will continue to operate with fiberoptic material that is nearing end-of-life (20 years), and riders will experience reduced reliability and an increase in outages.

FISCAL IMPACT:
This budget is included in the 2023 Capital Program.

ATTACHMENTS:
Task Order #22-038

DocuSign Envelope ID: 3CC23897-B810-4FC6-A0F8-148DFDFC7D99

TASK ORDER NO. 22-038

TASK ORDER NAME: Fiber Optic – Construction

PROJECT CODE: SGR-410; 40-7410.68912

This is Task Order No. 22-038 to the On Call Maintenance Contract entered into by and between Utah Transit Authority (UTA) and Rocky Mountain Systems Services, (Contractor) as of February 24th, 2021.

This Task Order is part of the On Call Maintenance Contract and is governed by the terms thereof.

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 Contractor hereby agree as follows:

1.0 SCOPE OF SERVICES

The scope of work for the Task Order #22-038 is hereby attached and incorporated into this Task Order.

2.0 SCHEDULE

The Substantial Completion Date for this Task is December 31, 2024. The Final Acceptance Date for this Task is December 31, 2024.

3.0 LUMP SUM PRICE

The price for this task order is a not to exceed $3,243,374. Invoices will be billed on monthly basis for work completed to date.

4.0 APPLICABILITY OF FEDERAL CLAUSES

This Task Order does ☐ does not ☒ [Check Applicable] include federal assistance funds which requires the application of the Federal Clauses appended as Exhibit D to the On Call Maintenance Contract.

IN WITNESS WHEREOF, this Task Order has been executed by UTA and the Contractor or its appointed representative

UTAH TRANSIT AUTHORITY:

By: _____
Jay Fox, Executive Director Date
> $200,000

By: _____
Mary DeLoretto, Chief Service Development Ofc. Date
< 200,000

By: _____
Jared Scarbrough, Director of Capital Construction Date
< $75,000

By: _____
Dean Hansen, Systems Engineering Manager Date
< $25,000

DocuSigned by:
Mike Bell 11/30/2022
70E33A415BA44F6...
Legal Review Date

_____
Procurement Review Date

ROCKY MOUNTAIN SYSTEMS SERVICES:

DocuSigned by:
By: Dan Meservey
EEBD0B44A1004CA...

Date: 11/30/2022

October 31st, 2022 RMSS-52598-064

Mr. Jared Scarbrough
Director of Capital Construction & Engineering
2264 South 900 West
Salt Lake City, UT 84119

Reference: Utah Transit Authority – Systems On-Call Services
- RMSS-52598-035 – TO#22 Fiber Optic Infrastructure Materials dated 04/01/2022
- RMSS-52598-040 – TO#23 Fiber Optic Infrastructure Design dated 04/18/2022
- RMSS-52598-057 – PTO#56 Fiber Optic Infrastructure Microduct and Networking Equipment dated 10/06/2022

Subject: TRAX Fiber Optic Backbone Upgrades - Installation

Jared,

Rocky Mountain Systems Services (RMSS) is pleased to provide a proposal for the replacement of Signal and IT fiber optic backbone cable for the TRAX Blue and Red Lines as well as associated improvements to the TRAX non-vital signal and traction power network architecture.

Our lump sum price for this proposal is:
- Signal Fiber Construction & Testing: $2,470,892.02
- IT Fiber Construction & Testing: $552,482.00
- Provisional Sum #1 – Unknown Fiber Raceway Issues: $120,000.00
- Provisional Sum #2 – Manhole Cleanup: $100,000.00
- **Total Base Scope & Provisional Sums: $3,243,374.00**

General
In support of coinciding infrastructure projects on the TRAX system, the backbone and architecture of the non-vital communication network requires a series of upgrades. UTA has procured fiber optic cable and other associated materials required to increase the capacity of the signal and traction power communication backbone for the TRAX Red and Blue lines. Additionally, UTA also procured fiber optic cable required to upgrade the existing IT fiber optic backbone that routes along the Blue and Red lines as well. This proposal covers the procurement of remaining materials, the installation of fiber and equipment, and commissioning of the new network.

The scope of work covered in this proposal includes the following items:
- procurement of all remaining standard lead time materials
- installation of micro-duct within project boundaries
- installation of 144-strand microfiber for the signaling backbone along the Red Line and Blue Line

- installation of 144-strand microfiber for the IT network backbone as defined in sections below
- installation of ancillary network material and equipment as defined in sections below
- configuration of network equipment for the new network architecture
- develop office configurations as needed to migrate from the existing non-vital signal and traction power network framework to the upgraded one
- migration from the current network to the new
- testing of new network backbone and fiber and connections

Procurement

Procurement of the following remaining material is included in this proposal:

DESCRIPTION	UNIT	SIGNAL	IT	SPARE	TOTAL
SM Fiber Optic Patch Cables (SC-ST – Signal) (SC-SC – Subs)	EA	436	116	48	600
Fusion Splice Protection Sleeves	EA	9,862	1,440	448	11,750
Single Mode Type SC Pigtails	EA	4,924	720	356	6,000
Labels (Includes an additional 25% waste factor) (Comes in rolls of 500)	EA	5,796	952	1,752	8,500
Coyote Box – Underground splice enclosure	EA	20	30	3	53

**Note: Spare materials will be used as needed for commissioning. All remaining material will be turned over to UTA upon completion of the task order.

Construction

Installation limits are outlined in the attached document:

- *"TRAX FO Upgrade Communication Ductbank Schedule Rev3"*

Installation quantities are outlined by location in the attached document:

- *"TRAX FO Upgrades Location Matrix"*

System Preparation

RMSS will perform the following activities to prepare the system for the installation of a new Fiber optic backbone:

- Mandrel comm ductbank within project limits to verify path for the micro-duct installation
  - Note: Only conduits intended for use will be validated. Mandrelling of spare conduits is outside of the scope of this proposal
- Mandrel logs will be provided to UTA once complete
- Identification of any fiber runs that require temporary bypass configurations. RMSS will clear conduit paths as needed for micro-duct installation
  - Note: Fiber optic cable required for temporary bypass configurations to be provided by UTA
  - Note: Any spans requiring temporary configuration will be tracked and billed against the provisional sum included in this proposal
- Install approximately 80,000 feet of hybrid HDPE micro-duct with two single 18mm ducts and one 1.25" duct

- Note: The hybrid micro-duct will primarily be installed on the N/S line in a spare 4” conduit. This microduct configuration will leave a spare 1.25” duct for future use
- Install approximately 70,000 of single HDPE 18mm micro-duct
  - Note: The single microduct will primarily be installed downtown and on the U-line inside of existing conduits or corrugated “smurf” tubes. This microduct will provide a path for installation of new fiber and facilitate a “blown-in” installation
- Install 142 type SC fiber distribution panels at various signal houses, traction power substations, and IT PCC cabinets
  - Note: Fiber distribution panels will be rack mounted style
  - Note: In locations without available rack space, FDP’s will be wall mounted
- Install mule tape in lateral conduits at 142 locations
- In support of concurrent projects at 20 Impulse traction power substation locations, RMSS will perform the following tasks prior to installation:
  - Remove the existing fiber distribution panel
  - Pull back fiber optic cable to the nearest manhole
  - Splice all 24 fibers in an underground enclosure
- Manhole Clean-up
  - If directed by UTA, RMSS will vacuum out each manhole and wipe down the cables in each manhole/pull box

Fiber Installation

- RMSS will install a new, gel filled, single-mode, loose-buffer tube, Micro-144 strand cable with drops in each signal house, traction power substation (TPSS), and IT PCC in accordance with the attached documents and the table below:

BACKBONE	LINE	FROM	TO
SIGNAL	N/S MAIN LINE	SRD14 JORDAN TPSS	INTERMODAL INT.
SIGNAL	UNIVERSITY LINE	MAIN STREET INT.	E5 TPSS
SIGNAL	WEST VALLEY LINE	UNION JUNCTION	JRSC
SIGNAL	MID-JORDAN LINE	LOVENDAHL JUNCTION	MVSC
IT	N/S MAIN LINE	SRD14 JORDAN TPSS	INTERMODAL INT.
IT	UNIVERSITY LINE	MAIN STREET INT.	E5 TPSS
IT	WEST VALLEY LINE	UNION JUNCTION	JRSC COMM ROOM
IT	MID-JORDAN LINE	LOVENDAHL JUNCTION	MVSC COMM ROOM
IT	IT INFRASTRUCTURE	INTERMODAL INT.	FLHQ COMM ROOM
IT	IT INFRASTRUCTURE	3900S STATION	MEADOWBROOK

- For locations on the signal and traction power systems network
  - The fiber will enter and exit each signal house and TPSS
  - Both ‘IN” and “OUT” Fibers will be terminated and spliced according to the approved fiber layout drawings
  - Spare buffer tubes will be taped back at each location for future use
- For locations on the IT network
  - At PCC locations the fiber will be spliced in an underground rated splice enclosure (coyote box)
  - A lateral fiber will be run from the manhole splice enclosure to the PCC cabinet FDP. The blue buffer of this lateral fiber will be terminated and designated as the “IN” fiber, and the orange buffer of the lateral fiber will be terminated and designated as the “OUT” fiber. This will provide UTA’s IT department with 12-strands of fiber that are immediately useable. Remaining fibers will remain un-touched and coiled up in the coyote box for future use as needed.

Fiber Termination

- This estimate assumes the quantities for terminations outlined in the attached document: *"TRAX FO Upgrades Location Matrix"*
    - RMSS will terminate fibers at each location according to the fiber layout drawings currently being developed for submittal, review, and approval by UTA
    - RMSS will terminate a certain number of spares as shown in the fiber layout drawings. Spare buffer tubes will be gently taped back at each location for future use

Head-end Development

- TDX V3.0 provides a cost saving feature which allows for a "back-up" IP address to be configured for each location. Once the IP Address list is developed and approved, RMSS will enter in the new network IP address and network configuration information for each location as the back-up configuration information. Once the existing network is taken offline in segments, each location will switch to the backup configuration information.
    - This feature will reduce the overall number of office configurations needed to migrate from the existing network to the new from 18 down to 2
    - This feature will reduce the overall risk and time associated with cutover activities

<u>Testing & Commissioning</u>
The following items are included in this proposal:

Signal and Traction Power Network Testing & Commissioning:

- Coordinate the cutover of each ring with UTA Operations, Systems Engineering, and the RMSS Office Development Team as needed
- All terminated fibers will be tested end to end with an OTDR to verify that the installation has not introduced excessive dB loss
    - Note: all links will be tested and verified to be within industry standard specifications for dB loss
- RMSS will make every effort to reduce the number of cutovers to the extent feasible
    - Note: currently the coordination and execution of eighteen (18) network migration cutovers are anticipated (one for each new ring of the network)
- Network migration cutovers will consist of:
    - updating IP addresses to wayside controllers and networking equipment for locations located in the ring to be migrated
    - reconfigure network patch cables as needed to route traffic through the new backbone and networking equipment

IT Network Testing

- All terminated fibers will be tested end to end with an OTDR to verify that the installation has not introduced excessive dB loss
    - Note: all links will be tested and verified to be within industry standard specifications for dB loss
    - Note: No reconfiguration, patching, or design of the IT network is included in this scope of work. RMSS is pleased to provide field labor on a T&M basis to support the migration of the IT network. All support efforts are to be directed by UTA IT.

Warranty

A warranty of one-year (1-year) is provided with this scope of work. This warranty covers the following items:

- Correction of defects due to installation of fiber or networking equipment
- Replacement of hardware that fails because of manufacturing
- The warranty period will begin upon the final completion of network migration

The following items are not covered under this warranty and will be covered under the On-Call project as needed under direction from UTA:

- Correction of defects due to impacts from entities other than RMSS
- Correction of defects due to weather or other adverse events
- Replacement of hardware that fails due to weather or other adverse events

Deliverables

RMSS will submit the following construction deliverables to UTA:

- Construction Work Plans
  - Mandrelling
  - Pull Box Cleanup
  - Micro-duct installation
  - Fiber Installation
  - Fiber Splicing & Termination
  - OTDR Testing
  - Network Migration
- Mandrel Logs
- OTDR Test Forms

Clarifications

1. This scope of work for construction is based on design assumptions used for “RMSS-52598-040 Fiber Optic Backbone Upgrades - Design Proposal” dated 04/18/2022. RMSS will work with UTA to price out any changes to the final design that affect quantities or constructability and are not covered in this scope of work
2. This scope of this proposal currently does not include replacement of any PCC cabinets

Assumptions

1. RMSS assumes that all existing ductbank conduits are free of obstruction and will pass mandrelling. Repair of existing conduits or the installation of new conduits will be billed against the provisional sum #2 as detailed below
2. This proposal assumes that all long lead materials have been approved and ordered under a separate task order

Exclusions

1. Installation of fiber optic cable procured for the FrontRunner Sheppard Lane project
2. Re-configuration of the IT network is outside of the scope of this proposal
3. Configuration of IT networking equipment is outside of the scope of this proposal
4. Termination of more than 12-strands IN and 12-strands OUT at any PCC or IT location is outside of the scope of this proposal
5. Manhole labeling, stenciling, and conduit tagging/identification
6. Removal of existing fiber optic cable

Provisional Sum Pricing

1. Provisional Sum #1: Manhole Clean-up - $100,000.00
   a. quantity – approximately 420 manholes
   b. vacuum out manholes
   c. wipe down existing cables
2. Provisional Sum #2: Fiber Raceway Issues - $120,000.00
   a. Provisional sum amount intended to address unknown risks such as blocked or crushed conduits or temporary fiber configurations
   b. While RMSS feels that the proposed provisional sum amount will be sufficient to address most issues that are found, we cannot make any guarantee that it is sufficient until issues and their associated solutions are known

This proposal is valid for 60 days, unless extended in writing by RMSS.

If you need any additional information, please don't hesitate to contact us.

Sincerely,

Anthony Ortolani
Area Manager
Rocky Mountain Systems Services

cc:
Marshall Wilson – RMSS
Dan Meservey - RMSS
Troy Nelson – RMSS

Attachments:

- "*TRAX FO Upgrade Communication Ductbank Schedule – SIGNAL"*
- "*TRAX FO Upgrade Communication Ductbank Schedule - IT"*
- *"TRAX FO Upgrade Scope & Quantities by Location"*

Procurement lead times may be affected by Covid-19 pandemic
Our pricing is in U.S. Dollars, F.O.B. Salt Lake City UT, and excludes all allowances, taxes, tariffs, licenses, and permits

UTA - On Call

RMSS-52598-064 TRAX FO Upgrades - Signal

Task Order Estimate Summary

10/31/2022

SIGNAL FIBER INSTALLATION, TESTING, & COMISSIONING		
Subcontractors	$	377,160.00
Materials	$	108,415.02
Administrative	$	161,457.00
Design/Engineering	$	104,781.00
Construction/Testing	$	1,204,427.00
Travel & Perdiem	$	18,000.00
Other Costs and Fee	$	496,652.00
Total:	**$**	**2,470,892.00**
IT FIBER INSTALLATION		
Subcontractors	$	188,278.80
Materials	$	38,111.94
Administrative	$	46,667.00
Design/Engineering	$	3,362.00
Construction/Testing	$	173,003.00
Travel & Perdiem	$	-
Other Costs and Fee	$	103,059.00
Total:	**$**	**552,482.00**
Grand Total	**$**	**3,023,374.00**
		PROVISIONAL SUMS
Provisional Sum - FIBER RACEWAY ISSUES	$	120,000.00
Provisional Sum - PULLBOX CLEANUP	$	100,000.00
Grand Total Including Provisional Sums:	**$**	**3,243,374.00**

TRAX LOCATION MATRIX - ALL LINES

						DESIGN		CONSTRUCTION							
LOCATION	STATIONING	SYSTEM	TYPE	SUB-TYPE	RING	NEW 144-STRAND FIBER	NEW ROUTER	INSTALL FIBER DISTRIBUTION PANEL	TERMINATE PIGTAILS (40/SIGNAL; 36/TPSS)	FUSION SPLICE (28/SIGNAL; 30/TPSS)	INSTALL FIBER PATCH CABLE (4 PER LOCATION)	INSTALL LABELS	Fiber Splice Protecters	Fiber Patch Plates	Coyote Boxes
Airport B Interlocking	1005+52	AIRPORT LINE	SIGNAL	INTERLOCKING	1B	NO	0	0	0	0	0	0	0	0	0
Airport A Interlocking	1013+06	AIRPORT LINE	SIGNAL	INTERLOCKING	1B	NO	0	0	0	0	0	0	0	0	0
AP6-TPSS	1013+60	AIRPORT LINE	TRACTION POWER	SUBSTATION	1A	NO	0	0	0	0	0	0	0	0	0
3700 W GC	1022+99	AIRPORT LINE	SIGNAL	GRADE CROSSING	1B	NO	0	0	0	0	0	0	0	0	0
East Interlocking	1034+78	AIRPORT LINE	SIGNAL	INTERLOCKING	1B	NO	0	0	0	0	0	0	0	0	0
AP5-TPSS	2043+60	AIRPORT LINE	TRACTION POWER	SUBSTATION	1A	NO	0	0	0	0	0	0	0	0	0
W3900	2065+85	AIRPORT LINE	SIGNAL	CUT SECTION	1B	NO	0	0	0	0	0	0	0	0	0
W3400	2101+72	AIRPORT LINE	SIGNAL	CUT SECTION	1B	NO	0	0	0	0	0	0	0	0	0
W2600	1136+92	AIRPORT LINE	SIGNAL	CUT SECTION	1B	NO	0	0	0	0	0	0	0	0	0
AP4-TPSS	2141+xx	AIRPORT LINE	TRACTION POWER	SUBSTATION	1A	NO	0	0	0	0	0	0	0	0	0
2400 West GC	1141+90	AIRPORT LINE	SIGNAL	GRADE CROSSING	1B	NO	0	0	0	0	0	0	0	0	0
Runway Interlocking	2145+00	AIRPORT LINE	SIGNAL	INTERLOCKING	1B	NO	0	0	0	0	0	0	0	0	0
AP3-TPSS	1166+85	AIRPORT LINE	TRACTION POWER	SUBSTATION	1A	NO	0	0	0	0	0	0	0	0	0
AP2-TPSS		AIRPORT LINE	TRACTION POWER	SUBSTATION	1A	NO	0	0	0	0	0	0	0	0	0
Freeway Interlocking	2275+32	AIRPORT LINE	SIGNAL	INTERLOCKING	1B	NO	0	0	0	0	0	0	0	0	0
600 West	1284+30	AIRPORT LINE	SIGNAL	GRADE CROSSING	1B	NO	0	0	0	0	0	0	0	0	0
AP1-TPSS	1288+48	AIRPORT LINE	TRACTION POWER	SUBSTATION	1A	NO	1	0	0	0	0	0	0	0	0
AIRPORT JUNCTION	23+30	AIRPORT LINE	SIGNAL	JUNCTION	1B	YES	1	2	56	44	4	64	100	5	0
FLHQ	???	N/S MAIN LINE	COMMUNICATION	COMM ROOM	0	NO	0	0	0	0	0	0	0	0	0
TPSS Intermodal	24+75	N/S MAIN LINE	TRACTION POWER	SUBSTATION	2A	YES	1	1	36	0	4	44	36	3	0
Intermodal PCC	25+20	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	0	24	48	2	1
Intermodal Interlocking	35+00	N/S MAIN LINE	SIGNAL	INTERLOCKING	2B	YES	1	1	36	36	4	44	72	3	0
Old Creektown	41+05	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
Planetarium PCC	56+40	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
TPSS Delta	59+10	N/S MAIN LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	48	48	4	56	96	4	1
400 W Interlocking	59+10	N/S MAIN LINE	SIGNAL	INTERLOCKING	2B	YES	0	1	48	48	4	56	96	4	0
Arena Station PCC	835+50	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
Delta Interlocking	826+00	N/S MAIN LINE	SIGNAL	INTERLOCKING	2B	YES	0	1	48	48	4	56	96	4	0
Temple Square PCC	819+20	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
City Center PCC	804+00	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
150 South Interlocking	799+00	N/S MAIN LINE	SIGNAL	INTERLOCKING	2B	YES	0	1	48	48	4	56	96	4	0
Galivan Station PCC	787+60	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
SRT2-TPSS 300 South	782+83	N/S MAIN LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	48	48	4	56	96	4	1
Main St PCC	773+05	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
Main St Interlocking	773+05	N/S MAIN LINE	SIGNAL	INTERLOCKING	2B	YES	0	1	48	48	4	56	96	4	0
Court House	772+40	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
Library Station	7+10	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
E1 TPSS	21+56	UNIVERSITY LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	48	32	4	56	80	4	1
Trolley Station	55+65	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
900 E Station	67+80	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
E2 TPSS	74+90	UNIVERSITY LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	48	32	4	56	80	4	1
E3 TPSS	114+67	UNIVERSITY LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	48	32	4	56	80	4	1
Rice/Eccles	114+69?	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
Rice Interlocking	114+67	UNIVERSITY LINE	SIGNAL	INTERLOCKING	2B	YES	0	1	48	32	4	56	80	4	0
N Stadium GC	123+25	UNIVERSITY LINE	SIGNAL	GRADE CROSSING	2B	YES	0	1	48	32	4	56	80	4	0
Round About GC	140+50	UNIVERSITY LINE	SIGNAL	GRADE CROSSING	2B	YES	0	1	48	32	4	56	80	4	0
Station (South Campus)	160+21	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
E4 TPSS	173+50	UNIVERSITY LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	48	32	4	56	80	4	1
300 South GC	174+45	UNIVERSITY LINE	SIGNAL	GRADE CROSSING	2B	YES	0	1	48	32	4	56	80	4	0
Mario Capecchi GC	173+50	UNIVERSITY LINE	SIGNAL	GRADE CROSSING	2B	YES	0	1	48	32	4	56	80	4	0
FT Douglas Station	180+90	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
Health Interlocking	198+60	UNIVERSITY LINE	SIGNAL	INTERLOCKING	2B	YES	0	1	28	28	4	36	56	3	0
E5 TPSS	207+15	UNIVERSITY LINE	TRACTION POWER	SUBSTATION	2A	YES	0	1	28	0	4	36	28	3	1
University Med Center	???	UNIVERSITY LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
700 S Interlocking	754+00	N/S MAIN LINE	SIGNAL	INTERLOCKING	3B	YES	1	1	64	28	4	72	92	6	0
600/700S	754+00	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
900S PCC	726+30	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
SRN3-TPSS 900 South	714+08	N/S MAIN LINE	TRACTION POWER	SUBSTATION	3A	YES	1	1	48	44	4	56	92	4	1
Paxton Ave GC		N/S MAIN LINE	SIGNAL	GRADE CROSSING	3A	YES	0	1	48	48	4	56	96	4	0
Paxton Interlocking	696+05	N/S MAIN LINE	SIGNAL	INTERLOCKING	3B	YES	0	1	48	48	4	56	96	4	0
Ballpark PCC	693+90	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
1300 South GC	690+39	N/S MAIN LINE	SIGNAL	GRADE CROSSING	3B	YES	0	1	48	48	4	56	96	4	0
Ballpark Interlocking	683+00	N/S MAIN LINE	SIGNAL	INTERLOCKING	3B	YES	0	1	48	48	4	56	96	4	0
Ballpark Comm	679+64	N/S MAIN LINE	COMMUNICATION	COMM CABINET	0	YES	0	1	0	96	4	8	96	0	0
SRB4-TPSS Burton	663+00	N/S MAIN LINE	TRACTION POWER	SUBSTATION	3A	YES	0	1	48	48	4	56	96	4	1
1700 South GC	660+90	N/S MAIN LINE	SIGNAL	GRADE CROSSING	3B	YES	0	1	48	48	4	56	96	4	0
S1800	653+14	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	48	48	4	56	96	4	0
2100 South GC	632+15	N/S MAIN LINE	SIGNAL	GRADE CROSSING	3B	YES	0	1	48	48	4	56	96	4	0
S2100/2101	632+80	N/S MAIN LINE	SIGNAL	CUT SECTION	3B	YES	0	1	48	48	4	56	96	4	0
Central Point PCC	630+29	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
Union C		WEST VALLEY LINE	SIGNAL	JUNCTION	3B	YES	0	1	36	48	4	44	84	3	0
SH1 TPSS		SUGARHOUSE LINE	TRACTION POWER	SUBSTATION	3A	NO	0	0	0	0	0	0	0	0	0
Gamma Interlocking	142+75	SUGARHOUSE LINE	SIGNAL	INTERLOCKING	3B	NO	0	0	0	0	0	0	0	0	0
Alpha A Interlocking	157+44	SUGARHOUSE LINE	SIGNAL	INTERLOCKING	3B	NO	0	0	0	0	0	0	0	0	0
Alpha B interlocking	162+35	SUGARHOUSE LINE	SIGNAL	INTERLOCKING	3B	NO	0	0	0	0	0	0	0	0	0
SH2 TPSS	201+30	SUGARHOUSE LINE	TRACTION POWER	SUBSTATION	3A	NO	0	0	0	0	0	0	0	0	0
Beta Interlocking	201+60	SUGARHOUSE LINE	SIGNAL	INTERLOCKING	3B	NO	0	0	0	0	0	0	0	0	0
UNION B	260+05	WEST VALLEY LINE	SIGNAL	INTERLOCKING	4B	YES	0	1	48	44	4	56	92	4	0
WV1 - TPSS	256+00	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	YES	1	1	36	64	4	44	100	3	0
E601	243+20	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	YES	0	1	64	32	4	72	96	6	0
WV2 - TPSS	219+50	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	YES	0	1	48	40	4	56	88	4	0
W800	219+00	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	YES	0	1	64	32	4	72	96	6	0
JRSC3M - TPSS	???	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	YES	0	1	48	40	4	56	88	4	0
JRSC.5M - TPSS	???	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	YES	0	1	48	40	4	56	88	4	0
JRSC HP Switch	204+55	WEST VALLEY LINE	SERVICE CENTER	SERVICE CENTER	4B	YES	0	1	56	16	4	64	72	5	0
ZCMI Interlocking	202+91	WEST VALLEY LINE	SIGNAL	INTERLOCKING	4B	YES	1	1	64	40	4	72	104	6	0
1070 WEST GC	188+44	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	NO	0	0	0	0	0	0	0	0	0
S2500/2501	172+40	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4A	NO	0	0	0	0	0	0	0	0	0
WV3 - TPSS	154+00	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	NO	0	0	0	0	0	0	0	0	0
Chesterfield St GC	152+80	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	NO	0	0	0	0	0	0	0	0	0
X-over Interlocking	142+53	WEST VALLEY LINE	SIGNAL	INTERLOCKING	4B	NO	0	0	0	0	0	0	0	0	0
Lester St GC	124+05	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	NO	0	0	0	0	0	0	0	0	0
Redwood Rd	117+66	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	NO	0	0	0	0	0	0	0	0	0
Research crossover	108+36	WEST VALLEY LINE	SIGNAL	INTERLOCKING	4B	NO	0	0	0	0	0	0	0	0	0
WV4 - TPSS	103+42	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	NO	0	0	0	0	0	0	0	0	0
E-Center GC	70+28	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	NO	0	0	0	0	0	0	0	0	0

TRAX LOCATION MATRIX - ALL LINES

						DESIGN		CONSTRUCTION							
LOCATION	STATIONING	SYSTEM	TYPE	SUB-TYPE	RING	NEW 144-STRAND FIBER	NEW ROUTER	INSTALL FIBER DISTRIBUTION PANEL	TERMINATE PIGTAILS (40/SIGNAL; 36/TPSS)	FUSION SPLICE (28/SIGNAL; 30/TPSS)	INSTALL FIBER PATCH CABLE (4 PER LOCATION)	INSTALL LABELS	Fiber Splice Protecters	Fiber Patch Plates	Coyote Boxes
Maple Way GC	51+50	WEST VALLEY LINE	SIGNAL	GRADE CROSSING	4B	NO	0	0	0	0	0	0	0	0	0
WV5 - TPSS	48+80	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	NO	0	0	0	0	0	0	0	0	0
WV Interlocking	18+18	WEST VALLEY LINE	SIGNAL	INTERLOCKING	4B	NO	0	0	0	0	0	0	0	0	0
WV6 - TPSS	???	WEST VALLEY LINE	TRACTION POWER	SUBSTATION	4A	NO	0	0	0	0	0	0	0	0	0
UNION A	270+03	WEST VALLEY LINE	SIGNAL	JUNCTION	5B	YES	1	2	64	36	4	72	100	6	0
Haven Ave GC	615+56	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	40	4	56	88	4	0
I-80 Interlocking	597+26	N/S MAIN LINE	SIGNAL	INTERLOCKING	5B	YES	0	1	48	40	4	56	88	4	0
SRH5-TPSS Huslers	591+50	N/S MAIN LINE	TRACTION POWER	SUBSTATION	5A	YES	1	1	64	36	4	72	100	6	1
S2700/2701	586+77	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	48	48	4	56	96	4	0
2700 South GC	586+13	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0
2950 South GC	573+45	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0
Gregson Ave GC	566+60	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0
SRW6-TPSS Walton	551+14	N/S MAIN LINE	TRACTION POWER	SUBSTATION	5A	YES	0	1	48	48	4	56	96	4	1
S3200/3201	551+14	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	0	96	4	8	96	0	0
Mill Creek PCC	540+51	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
3300 South GC	538+95	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0
S3600/3601	517+76	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	0	96	4	8	96	0	0
Meadowbrook PCC	494+40	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
3900 South GC	490+59	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0
SRC7-TPSS Central	487+00	N/S MAIN LINE	TRACTION POWER	SUBSTATION	5A	YES	0	1	48	48	4	56	96	4	1
Central Interlocking	486+00	N/S MAIN LINE	SIGNAL	INTERLOCKING	5B	YES	0	1	48	48	4	56	96	4	0
Central Ave GC	473+40	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0
Fireclay Ave GC	457+75	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0
Murray North PCC	454+41	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
4500 South GC	443+65	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0
S4600/4601	441+18	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	48	48	4	56	96	4	0
4800 South GC	419+00	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	48	4	56	96	4	0
SRM8-TPSS Murray	414+14	N/S MAIN LINE	TRACTION POWER	SUBSTATION	5A	YES	0	1	44	44	4	52	88	4	1
Vine St GC	389+30	N/S MAIN LINE	SIGNAL	GRADE CROSSING	5B	YES	0	1	48	36	4	56	84	4	0
S5000/5001	397+30	N/S MAIN LINE	SIGNAL	CUT SECTION	5A	YES	0	1	0	96	4	8	96	0	0
Murray Central PCC	391+38	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
Ash Interlocking	388+81	N/S MAIN LINE	SIGNAL	INTERLOCKING	6B	YES	1	1	64	28	4	72	92	6	0
Murray Interlocking	364+32	N/S MAIN LINE	SIGNAL	INTERLOCKING	6B	YES	0	1	48	40	4	56	88	4	0
S5400/5401	363+50	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	0	96	4	8	96	0	0
SRP9-TPSS Pallas	362+43	N/S MAIN LINE	TRACTION POWER	SUBSTATION	6A	YES	0	1	48	44	4	56	92	4	1
S5810/5811	335+25	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	48	48	4	56	96	4	0
5813 South	333+75	N/S MAIN LINE	SIGNAL	GRADE CROSSING	6B	YES	0	1	48	48	4	56	96	4	0
5900 South	328+06	N/S MAIN LINE	SIGNAL	GRADE CROSSING	6B	YES	0	1	48	48	4	56	96	4	0
6100 South	312+00	N/S MAIN LINE	SIGNAL	GRADE CROSSING	6B	YES	0	1	48	48	4	56	96	4	0
Lovendahl B Interlocking	302+80	N/S Main Line	SIGNAL	JUNCTION	6B	YES	0	2	48	48	4	56	96	4	0
Lovendahl A Interlocking	296+95	N/S MAIN LINE	SIGNAL	INTERLOCKING	6B	YES	0	1	68	74	4	76	142	6	0
Fashion Place	292+40	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
Sugar Interlocking	284+50	N/S MAIN LINE	SIGNAL	INTERLOCKING	6B	YES	0	1	44	40	4	52	84	4	0
ATWOOD TPSS	290+25	N/S MAIN LINE	TRACTION POWER	SUBSTATION	6A	YES	0	1	48	44	4	56	92	4	0
Winchester St GC	2615+64	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	6B	YES	0	1	48	40	4	56	88	4	0
Ephraim B Interlocking	2615+45	MID-JORDAN LINE	SIGNAL	INTERLOCKING	6B	YES	0	1	48	40	4	56	88	4	0
Ephraim A Interlocking	2610+55	MID-JORDAN LINE	SIGNAL	INTERLOCKING	6B	YES	0	1	48	40	4	56	88	4	0
Cottonwood St GC	2610+55	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	6B	YES	0	1	48	40	4	56	88	4	0
Tunnel Interlocking	1604+45	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	6B	YES	0	1	48	40	4	56	88	4	0
Access Interlocking	2596+56	MID-JORDAN LINE	SIGNAL	INTERLOCKING	6B	YES	0	1	48	44	4	56	92	4	0
MRSC HP		MID-JORDAN LINE	SERVICE CENTER	SERVICE CENTER	7B	YES	1	1	56	8	4	64	64	5	0
YRY1 TPSS	1592+19	MID-JORDAN LINE	TRACTION POWER	SUBSTATION	8A	YES	1	0	0	0	0	0	0	0	1
YRY3 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	8A	YES	0	0	0	0	0	0	0	0	0
YRY2 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	8A	YES	0	0	0	0	0	0	0	0	0
Valley Interlocking	2578+20	MID-JORDAN LINE	SIGNAL	INTERLOCKING	8B	NO	0	0	0	0	0	0	0	0	0
6960 South GC	2573+40	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
Junction B Interlocking	2567+30	MID-JORDAN LINE	SIGNAL	INTERLOCKING	7B	NO	0	0	0	0	0	0	0	0	0
Junction A Interlocking	2556+48	MID-JORDAN LINE	SIGNAL	INTERLOCKING	7B	NO	0	0	0	0	0	0	0	0	0
East 9th Ave GC	1551+33	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
Freight Interlocking	2545+46	MID-JORDAN LINE	SIGNAL	INTERLOCKING	7B	NO	0	0	0	0	0	0	0	0	0
Bingham Junction GC	2526+05	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
SRJ1 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0
E1101	1512+63	MID-JORDAN LINE	SIGNAL	CUT SECTION	7B	NO	0	0	0	0	0	0	0	0	0
1300 West GC	1465+45	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
1500 West CS	1453+00	MID-JORDAN LINE	SIGNAL	CUT SECTION	7B	NO	0	0	0	0	0	0	0	0	0
SRJ2 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0
Redwood Rd GC	1436+90	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
Quick Interlocking	2431+12	MID-JORDAN LINE	SIGNAL	INTERLOCKING	7B	NO	0	0	0	0	0	0	0	0	0
2200 West GC	2410+93	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
SRJ3 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0
2700 West GC	2382+79	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
3200 West GC	2352+87	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
Jordan Valley Way GC	1325+13	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
SRJ4 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0
3800 West CS	1310+25	MID-JORDAN LINE	SIGNAL	CUT SECTION	7B	NO	0	0	0	0	0	0	0	0	0
4000 West GC	1294+95	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
North Interlocking	1286+50	MID-JORDAN LINE	SIGNAL	INTERLOCKING	7B	NO	0	0	0	0	0	0	0	0	0
9000 South GC	1279+23	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
Wasatch Meadows GC	1255+45	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
SRJ5 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0
4800 West GC	1233+73	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
5200 West GC	1201+65	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
5400 West Lock House	1189+00	MID-JORDAN LINE	SIGNAL	GRADE CROSSING	7B	NO	0	0	0	0	0	0	0	0	0
W5600	1177+00	MID-JORDAN LINE	SIGNAL	CUT SECTION	7B	NO	0	0	0	0	0	0	0	0	0
E5601	1164+24	MID-JORDAN LINE	SIGNAL	CUT SECTION	7B	NO	0	0	0	0	0	0	0	0	0
SRJ6 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0
SRJ7 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0
Kennecott Interlocking	2067+25	MID-JORDAN LINE	SIGNAL	INTERLOCKING	7B	NO	0	0	0	0	0	0	0	0	0
SRJ8 TPSS		MID-JORDAN LINE	TRACTION POWER	SUBSTATION	7A	NO	0	0	0	0	0	0	0	0	0
S7100/7101	256+65	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	0	96	4	8	96	0	0
7200 South GC	246+15	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	1	1	72	32	4	80	104	6	0
Fort Union PCC	240+85	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
SRS11-TPSS Sugar	236+59	N/S MAIN LINE	TRACTION POWER	SUBSTATION	8A	YES	1	1	48	40	4	56	88	4	1
S7500/7501	227+30	N/S MAIN LINE	SIGNAL	CUT SECTION	8A	YES	0	1	0	96	4	8	96	0	0
7500 South GC	227+28	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	48	4	56	96	4	0
7720 South GC	209+35	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	48	4	56	96	4	0
Midvale Center PCC	205+30	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1

TRAX LOCATION MATRIX - ALL LINES

						DESIGN		CONSTRUCTION							
LOCATION	STATIONING	SYSTEM	TYPE	SUB-TYPE	RING	NEW 144-STRAND FIBER	NEW ROUTER	INSTALL FIBER DISTRIBUTION PANEL	TERMINATE PIGTAILS (40/SIGNAL; 36/TPSS)	FUSION SPLICE (28/SIGNAL; 30/TPSS)	INSTALL FIBER PATCH CABLE (4 PER LOCATION)	INSTALL LABELS	Fiber Splice Protecters	Fiber Patch Plates	Coyote Boxes
Cushing A Interlocking	198+80	N/S MAIN LINE	SIGNAL	INTERLOCKING	8B	YES	0	1	48	48	4	56	96	4	0
Cushing B Interlocking	190+80	N/S MAIN LINE	SIGNAL	INTERLOCKING	8B	YES	0	1	48	48	4	56	96	4	0
8000 South GC	185+61	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	48	4	56	96	4	0
8120 South GC	175+65	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	48	4	56	96	4	0
SRR12-TPSS Rio Grande	171+20	N/S MAIN LINE	TRACTION POWER	SUBSTATION	8A	YES	0	1	48	44	4	56	92	4	1
Pioneer B Interlocking	168+80	N/S MAIN LINE	SIGNAL	INTERLOCKING	8B	YES	0	1	48	40	4	56	88	4	0
Pioneer A Interlocking	158+90	N/S MAIN LINE	SIGNAL	INTERLOCKING	8B	YES	0	1	48	40	4	56	88	4	0
8530 South GC	148+90	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	40	4	56	88	4	0
S8750/8751	139+00	N/S MAIN LINE	SIGNAL	CUT SECTION	0	YES	0	1	48	40	4	56	88	4	0
8720/8680 South GC	138+80	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	40	4	56	88	4	0
8800 South GC	132+33	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	40	4	56	88	4	0
Historic Sandy PCC	123+25	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
9000 South GC	120+15	N/S MAIN LINE	SIGNAL	GRADE CROSSING	8B	YES	0	1	48	36	4	56	84	4	0
Sandy Expo PCC	97+50	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
SRN13-TPSS 9400 South	98+00	DRAPER LINE	TRACTION POWER	SUBSTATION	9A	YES	1	1	64	32	4	72	96	6	1
S9301		DRAPER LINE	SIGNAL	CUT SECTION	0	YES	0	1	0	96	4	8	96	0	0
9400 South GC	92+50	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	YES	1	1	48	44	4	56	92	4	0
9800 South GC	63+70	DRAPER LINE	SIGNAL	GRADE CROSSING	0	YES	0	1	48	48	4	56	96	4	0
Beetdigger Interlocking	63+70	DRAPER LINE	SIGNAL	INTERLOCKING	9B	YES	0	1	48	48	4	56	96	4	0
Sandy Civic Center	???	N/S MAIN LINE	IT	PCC	0	YES	0	1	24	24	4	32	48	2	1
Draper North Interlocking	2657+70	DRAPER LINE	SIGNAL	INTERLOCKING	9B	YES	0	1	48	48	4	56	96	4	0
SRD14-TPSS Jordan	1654+61	DRAPER LINE	TRACTION POWER	SUBSTATION	9A	YES	0	1	24	20	4	32	44	2	1
Draper So. Interlocking	2653+37	DRAPER LINE	SIGNAL	INTERLOCKING	9B	NO	0	0	0	0	0	0	0	0	0
Drycreek Interlocking	2645+20	DRAPER LINE	SIGNAL	INTERLOCKING	9B	NO	0	0	0	0	0	0	0	0	0
10600 South GC	1615+09	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0
SRD15-TPSS DRP1		DRAPER LINE	TRACTION POWER	SUBSTATION	9A	NO	0	0	0	0	0	0	0	0	0
11000 South GC	1588+53	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0
11400 South GC	2563+49	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0
700 East GC	2524+20	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0
SRD16- TPSS DRP2		DRAPER LINE	TRACTION POWER	SUBSTATION	9A	NO	0	0	0	0	0	0	0	0	0
12000 South GC	2512+92	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0
Draper West Interlocking	2504+00	DRAPER LINE	SIGNAL	INTERLOCKING	9B	NO	0	0	0	0	0	0	0	0	0
Draper East Interlocking	2500+26	DRAPER LINE	SIGNAL	INTERLOCKING	9B	NO	0	0	0	0	0	0	0	0	0
Draper Parkway GC	1486+89	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0
Draper Term Interlocking	1477+10	DRAPER LINE	SIGNAL	INTERLOCKING	9B	NO	0	0	0	0	0	0	0	0	0
SRD17-TPSS DRP3	1475+00	DRAPER LINE	TRACTION POWER	SUBSTATION	9A	NO	0	0	0	0	0	0	0	0	0
Pioneer Rd GC	1469+27	DRAPER LINE	SIGNAL	GRADE CROSSING	9B	NO	0	0	0	0	0	0	0	0	0
						142	17	142	5644	5658	552	6748	11302	479	49

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
U-LINE	MAIN ST INT	SIGNAL	772+40	772+40	SH-PB	1	75	5	25	25	18.5%	154
U-LINE	400S	SIGNAL	772+40	774+45	PB-PB	1	205	0	0	25	5%	242
U-LINE	400S	SIGNAL	774+45	778+00	PB-PB	1	355	0	0	25	5%	399
U-LINE	400S	SIGNAL	778+00	780+15	PB-PB	1	215	0	0	25	5%	252
U-LINE	400S	SIGNAL	778+00	1+35	PB-PB	1	100	0	0	25	5%	131
U-LINE	400S	SIGNAL	1+35	4+05	PB-PB	1	270	0	0	25	5%	310
U-LINE	400S	SIGNAL	4+05	7+10	PB-PB	1	305	0	0	25	5%	347
U-LINE	400S	SIGNAL	7+10	9+93	PB-PB	1	283	0	0	25	5%	323
U-LINE	400S & STATE ST	SIGNAL	9+93	13+78	PB-PB	1	385	0	0	25	5%	431
U-LINE		SIGNAL	13+78	16+10	PB-PB	1	232	0	0	25	5%	270
U-LINE	400S & 200E	SIGNAL	16+10	17+36	PB-PB	1	126	0	0	25	5%	159
U-LINE	400S & 200E	SIGNAL	17+36	21+56	PB-PB	1	420	0	0	25	5%	467
U-LINE	E1 TPSS	SIGNAL	21+56	19+45	TPSS-PB	1	425	5	25	25	18.5%	569
U-LINE	E1 TPSS	SIGNAL	19+45	21+56	TPSS-PB	2	425	5	25	25	18.5%	569
U-LINE	400S	SIGNAL	21+56	25+74	PB-PB	2	418	0	0	25	5%	465
U-LINE	400S	SIGNAL	25+74	28+51	PB-PB	2	277	0	0	25	5%	317
U-LINE	400S & 400E	SIGNAL	28+51	31+80	PB-PB	2	329	0	0	25	5%	372
U-LINE	400S & 400E	SIGNAL	31+80	35+70	PB-PB	2	390	0	0	25	5%	436
U-LINE	400S & 400E	SIGNAL	35+70	39+50	PB-PB	2	380	0	0	25	5%	425
U-LINE	400S	SIGNAL	39+50	42+97	PB-PB	2	347	0	0	25	5%	391
U-LINE	400S & 500E	SIGNAL	42+97	46+13	PB-PB	2	316	0	0	25	5%	358
U-LINE	400S & 500E	SIGNAL	42+97	49+06	PB-PB	2	609	0	0	25	5%	666
U-LINE		SIGNAL	49+06	53+00	PB-PB	2	394	0	0	25	5%	440
U-LINE	400S & 600E	SIGNAL	53+00	55+65	PB-PB	2	265	0	0	25	5%	305
U-LINE	400S & 600E	SIGNAL	55+65	58+88	PB-PB	2	323	0	0	25	5%	365
U-LINE	400S	SIGNAL	58+88	62+04	PB-PB	2	316	0	0	25	5%	358
U-LINE	400S	SIGNAL	62+04	65+50	PB-PB	2	346	0	0	25	5%	390
U-LINE	400S & 700E	SIGNAL	65+50	67+81	PB-PB	2	231	0	0	25	5%	269
U-LINE	400S	SIGNAL	67+81	72+00	PB-PB	2	419	0	0	25	5%	466
U-LINE	400S & 900E	SIGNAL	72+00	74+90	PB-PB	2	290	0	0	25	5%	331
U-LINE	E2 TPSS	SIGNAL	74+90	75+44	TPSS-PB	2	200	5	25	25	18.5%	302
U-LINE	E2 TPSS	SIGNAL	75+44	74+90	TPSS-PB	3	200	5	25	25	18.5%	302
U-LINE	S-CURVE	SIGNAL	74+90	78+05	PB-PB	3	315	0	0	25	5%	357
U-LINE	S-CURVE	SIGNAL	78+05	81+20	PB-PB	3	315	0	0	25	5%	357
U-LINE	S-CURVE	SIGNAL	81+20	84+40	PB-PB	3	320	0	0	25	5%	362
U-LINE	S-CURVE	SIGNAL	84+40	87+68	PB-PB	3	328	0	0	25	5%	371
U-LINE	S-CURVE	SIGNAL	87+68	90+80	PB-PB	3	312	0	0	25	5%	354
U-LINE	S-CURVE	SIGNAL	90+80	94+28	PB-PB	3	348	0	0	25	5%	392
U-LINE	S-CURVE	SIGNAL	94+28	97+23	PB-PB	3	295	0	0	25	5%	336
U-LINE	S-CURVE	SIGNAL	97+23	100+35	PB-PB	3	312	0	0	25	5%	354

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
U-LINE	S-CURVE	SIGNAL	100+35	103+68	PB-PB	3	333	0	0	25	5%	376
U-LINE	500S	SIGNAL	103+68	107+43	PB-PB	3	375	0	0	25	5%	420
U-LINE	500S	SIGNAL	107+43	111+06	PB-PB	3	363	0	0	25	5%	407
U-LINE	500S	SIGNAL	111+06	114+23	PB-PB	3	317	0	0	25	5%	359
U-LINE	500S	SIGNAL	114+23	114+67	PB-PB	3	44	0	0	25	5%	72
U-LINE	RICE SH	SIGNAL	114+67	114+67	SH-PB	3	125	5	25	25	18.5%	213
U-LINE	RICE SH	SIGNAL	114+67	114+67	SH-PB	4	125	5	25	25	18.5%	213
U-LINE	E3 TPSS	SIGNAL	114+67	114+69	TPSS-PB	4	125	5	25	25	18.5%	213
U-LINE	E3 TPSS	SIGNAL	114+69	114+69	TPSS-PB	5	125	5	25	25	18.5%	213
U-LINE	RICE/ECCLES	SIGNAL	114+69	114+23	PB-PB	5	46	0	0	25	5%	75
U-LINE	RICE/ECCLES	SIGNAL	114+23	116+80	PB-PB	5	257	0	0	25	5%	296
U-LINE	RICE/ECCLES	SIGNAL	116+80	120+16	PB-PB	5	336	0	0	25	5%	379
U-LINE	RICE/ECCLES	SIGNAL	120+16	122+64	PB-PB	5	248	0	0	25	5%	287
U-LINE	RICE/ECCLES	SIGNAL	122+64	124+30	PB-PB	5	166	0	0	25	5%	201
U-LINE	STADIUM	SIGNAL	124+30	124+30	SH-PB	5	115	5	25	25	18.5%	201
U-LINE	STADIUM	SIGNAL	124+30	124+30	SH-PB	6	115	5	25	25	18.5%	201
U-LINE	STADIUM	SIGNAL	124+30	127+70	PB-PB	6	340	0	0	25	5%	383
U-LINE	FIELD HOUSE	SIGNAL	127+70	131+35	PB-PB	6	365	0	0	25	5%	410
U-LINE	FIELD HOUSE	SIGNAL	131+35	134+60	PB-PB	6	325	0	0	25	5%	368
U-LINE		SIGNAL	134+60	137+45	PB-PB	6	285	0	0	25	5%	326
U-LINE		SIGNAL	137+45	140+50	PB-PB	6	305	0	0	25	5%	347
U-LINE	ROUND-A-BOUT	SIGNAL	140+50	140+50	SH-PB	6	125	5	25	25	18.5%	213
U-LINE	ROUND-A-BOUT	SIGNAL	140+50	140+50	SH-PB	7	125	5	25	25	18.5%	213
U-LINE		SIGNAL	140+50	143+55	PB-PB	7	305	0	0	25	5%	347
U-LINE		SIGNAL	143+55	146+70	PB-PB	7	315	0	0	25	5%	357
U-LINE		SIGNAL	146+70	149+85	PB-PB	7	315	0	0	25	5%	357
U-LINE		SIGNAL	149+85	153+25	PB-PB	7	340	0	0	25	5%	383
U-LINE		SIGNAL	153+25	156+11	PB-PB	7	286	0	0	25	5%	327
U-LINE		SIGNAL	156+11	160+21	PB-PB	7	410	0	0	25	5%	457
U-LINE		SIGNAL	160+21	163+47	PB-PB	7	326	0	0	25	5%	369
U-LINE		SIGNAL	163+47	166+90	PB-PB	7	343	0	0	25	5%	386
U-LINE		SIGNAL	166+90	170+40	PB-PB	7	350	0	0	25	5%	394
U-LINE		SIGNAL	170+40	173+50	PB-PB	7	310	0	0	25	5%	352
U-LINE	E4 TPSS	SIGNAL	173+50	173+50	TPSS-PB	7	125	5	25	25	18.5%	213
U-LINE	E4 TPSS	SIGNAL	173+50	173+50	TPSS-PB	8	125	5	25	25	18.5%	213
U-LINE	MARIO CAPECCHI DR	SIGNAL	173+50	173+50	SH-PB	8	175	5	25	25	18.5%	273
U-LINE	MARIO CAPECCHI DR	SIGNAL	173+50	173+50	SH-PB	9	175	5	25	25	18.5%	273
U-LINE		SIGNAL	173+50	174+45	PB-PB	9	170	0	0	25	5%	205
U-LINE		SIGNAL	173+50	176+86	PB-PB	9	336	0	0	25	5%	379
U-LINE		SIGNAL	176+86	180+90	PB-PB	9	404	0	0	25	5%	450

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
U-LINE		SIGNAL	180+90	183+80	PB-PB	9	290	0	0	25	5%	331
U-LINE		SIGNAL	183+80	185+00	PB-PB	9	120	0	0	25	5%	152
U-LINE	WASATCH GC	SIGNAL	185+00	185+00	SH-PB	9	40	5	25	25	18.5%	113
U-LINE	WASATCH GC	SIGNAL	185+00	185+00	SH-PB	10	40	5	25	25	18.5%	113
U-LINE		SIGNAL	185+00	187+25	PB-PB	10	225	0	0	25	5%	263
U-LINE		SIGNAL	187+25	190+85	PB-PB	10	360	0	0	25	5%	404
U-LINE		SIGNAL	190+85	194+40	PB-PB	10	355	0	0	25	5%	399
U-LINE		SIGNAL	194+40	197+85	PB-PB	10	345	0	0	25	5%	389
U-LINE	HEALTH SCIENCES	SIGNAL	197+85	197+85	SH-PB	10	80	5	25	25	18.5%	160
U-LINE	HEALTH SCIENCES	SIGNAL	197+85	197+85	SH-PB	11	80	5	25	25	18.5%	160
U-LINE	UNIVERSITY MED CENTER	SIGNAL	197+85	200+85	PB-PB	11	300	0	0	25	5%	341
U-LINE	UNIVERSITY MED CENTER	SIGNAL	200+85	203+85	PB-PB	11	300	0	0	25	5%	341
U-LINE	UNIVERSITY MED CENTER	SIGNAL	203+85	207+15	PB-PB	11	330	0	0	25	5%	373
U-LINE	E5 TPSS	SIGNAL	207+15	207+15	TPSS-PB	11	350	5	25	25	18.5%	480
N/S MAIN	INTERMODAL TPSS	SIGNAL	24+75	24+75	TPSS-PB	12	50	5	25	25	18.5%	124
N/S MAIN		SIGNAL	25+20	24+75	PB-PB	12	45	0	0	50	5%	100
N/S MAIN		SIGNAL	34+24	25+20	PB-PB	12	904	0	0	75	5%	1028
N/S MAIN	INTERMODAL INT	SIGNAL	34+24	34+24	SH-PB	12	125	5	25	25	18.5%	213
N/S MAIN	INTERMODAL INT	SIGNAL	34+24	34+24	SH-PB	13	125	5	25	25	18.5%	213
N/S MAIN		SIGNAL	38+61	34+24	PB-PB	13	437	0	0	50	5%	511
N/S MAIN		SIGNAL	41+05	38+61	PB-PB	13	244	0	0	50	5%	309
N/S MAIN		SIGNAL	46+08	41+05	PB-PB	13	503	0	0	50	5%	581
N/S MAIN		SIGNAL	49+88	46+08	PB-PB	13	380	0	0	25	5%	425
N/S MAIN		SIGNAL	52+76	49+88	PB-PB	13	288	0	0	25	5%	329
N/S MAIN		SIGNAL	56+40	52+76	PB-PB	13	364	0	0	25	5%	408
N/S MAIN		SIGNAL	59+10	56+40	PB-PB	13	270	0	0	25	5%	310
N/S MAIN	DELTA TPSS	SIGNAL	59+10	59+10	TPSS-PB	13	225	5	25	25	18.5%	332
N/S MAIN	DELTA TPSS	SIGNAL	59+10	59+10	TPSS-PB	14	225	5	25	25	18.5%	332
N/S MAIN	400 W INT	SIGNAL	59+10	59+10	SH-PB	14	175	5	25	25	18.5%	273
N/S MAIN	400 W INT	SIGNAL	59+10	59+10	SH-PB	15	175	5	25	25	18.5%	273
N/S MAIN		SIGNAL	59+77	59+10	PB-PB	15	67	0	0	25	5%	97
N/S MAIN		SIGNAL	61+60	59+77	PB-PB	15	183	0	0	25	5%	218
N/S MAIN		SIGNAL	68+19	61+60	PB-PB	15	659	0	0	50	5%	744
N/S MAIN		SIGNAL	836+00	68+19	PB-PB	15	250	0	0	25	5%	289
N/S MAIN	AIRPORT JUNCTION	SIGNAL	836+00	836+00	SH-PB	15	125	5	25	25	18.5%	213
N/S MAIN	AIRPORT JUNCTION	SIGNAL	836+00	836+00	SH-PB	16	125	5	25	25	18.5%	213
N/S MAIN		SIGNAL	835+50	836+00	PB-PB	16	50	0	0	25	5%	79
N/S MAIN		SIGNAL	831+07	835+50	PB-PB	16	443	0	0	50	5%	518
N/S MAIN		SIGNAL	828+20	831+07	PB-PB	16	287	0	0	25	5%	328
N/S MAIN		SIGNAL	826+00	828+20	PB-PB	16	220	0	0	25	5%	257

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN	DELTA INT	SIGNAL	826+00	826+00	SH-PB	16	280	5	25	25	18.5%	397
N/S MAIN	DELTA INT	SIGNAL	826+00	826+00	SH-PB	17	280	5	25	25	18.5%	397
N/S MAIN		SIGNAL	819+20	826+00	PB-PB	17	680	0	0	25	5%	740
N/S MAIN		SIGNAL	814+11	819+20	PB-PB	17	509	0	0	25	5%	561
N/S MAIN		SIGNAL	807+52	814+11	PB-PB	17	659	0	0	50	5%	744
N/S MAIN		SIGNAL	804+00	807+52	PB-PB	17	352	0	0	25	5%	396
N/S MAIN		SIGNAL	798+76	804+00	PB-PB	17	524	0	0	50	5%	603
N/S MAIN		SIGNAL	795+50	798+76	PB-PB	17	326	0	0	25	5%	369
N/S MAIN		SIGNAL	790+84	795+50	PB-PB	17	466	0	0	25	5%	516
N/S MAIN		SIGNAL	787+60	790+84	PB-PB	17	324	0	0	25	5%	366
N/S MAIN	150 S INT	SIGNAL	787+60	787+60	SH-PB	17	75	5	25	25	18.5%	154
N/S MAIN	150 S INT	SIGNAL	787+60	787+60	SH-PB	18	75	5	25	25	18.5%	154
N/S MAIN		SIGNAL	782+83	787+60	PB-PB	18	477	0	0	25	5%	527
N/S MAIN	SRT2 - 300S TPSS	SIGNAL	782+83	782+83	TPSS-PB	18	600	5	25	25	18.5%	776
N/S MAIN	SRT2 - 300S TPSS	SIGNAL	782+83	782+83	TPSS-PB	19	600	5	25	25	18.5%	776
N/S MAIN		SIGNAL	780+15	782+83	PB-PB	19	268	0	0	25	5%	308
N/S MAIN		SIGNAL	778+00	780+15	PB-PB	19	215	0	0	25	5%	252
N/S MAIN		SIGNAL	774+45	778+00	PB-PB	19	355	0	0	25	5%	399
N/S MAIN		SIGNAL	772+40	774+45	PB-PB	19	205	0	0	25	5%	242
N/S MAIN	MAIN ST INT	SIGNAL	772+40	772+40	SH-PB	19	75	5	25	25	18.5%	154
N/S MAIN	MAIN ST INT	SIGNAL	772+40	772+40	SH-PB	20	75	5	25	25	18.5%	154
N/S MAIN		SIGNAL	767+95	772+40	PB-PB	20	445	0	0	25	5%	494
N/S MAIN		SIGNAL	759+20	767+95	PB-PB	20	875	0	0	25	5%	945
N/S MAIN		SIGNAL	754+00	759+20	PB-PB	20	520	0	0	25	5%	572
N/S MAIN	700S INT	SIGNAL	754+00	754+00	SH-PB	20	20	5	25	25	18.5%	89
N/S MAIN	700S INT	SIGNAL	754+00	754+00	SH-PB	21	20	5	25	25	18.5%	89
N/S MAIN		SIGNAL	752+27	754+00	PB-PB	21	173	0	0	25	5%	208
N/S MAIN		SIGNAL	746+80	752+27	PB-PB	21	547	0	0	50	5%	627
N/S MAIN		SIGNAL	745+13	746+80	PB-PB	21	167	0	0	50	5%	228
N/S MAIN		SIGNAL	735+90	745+13	PB-PB	21	923	0	0	75	5%	1048
N/S MAIN		SIGNAL	728+20	735+90	PB-PB	21	770	0	0	50	5%	861
N/S MAIN		SIGNAL	726+30	728+20	PB-PB	21	190	0	0	25	5%	226
N/S MAIN		SIGNAL	714+08	726+30	PB-PB	21	1222	0	0	100	5%	1388
N/S MAIN	SRN3 - 900S TPSS	SIGNAL	714+08	714+08	TPSS-PB	21	100	5	25	25	18.5%	184
N/S MAIN	SRN3 - 900S TPSS	SIGNAL	714+08	714+08	TPSS-PB	22	100	5	25	25	18.5%	184
N/S MAIN		SIGNAL	696+34	714+08	PB-PB	22	1774	0	0	150	5%	2020
N/S MAIN	S1200/S1201	SIGNAL	696+34	696+34	SH-PB	22	30	5	25	25	18.5%	101
N/S MAIN	S1200/S1201	SIGNAL	696+34	696+34	SH-PB	23	30	5	25	25	18.5%	101
N/S MAIN		SIGNAL	696+05	696+34	PB-PB	23	29	0	0	25	5%	57
N/S MAIN	PAXTON INT	SIGNAL	696+05	696+05	SH-PB	23	175	5	25	25	18.5%	273

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN	PAXTON INT	SIGNAL	696+05	696+05	SH-PB	24	175	5	25	25	18.5%	273
N/S MAIN		SIGNAL	693+90	696+05	PB-PB	24	215	0	0	25	5%	252
N/S MAIN		SIGNAL	690+39	693+90	PB-PB	24	351	0	0	50	5%	421
N/S MAIN	1300S G/C	SIGNAL	690+39	690+39	SH-PB	24	60	5	25	25	18.5%	136
N/S MAIN	1300S G/C	SIGNAL	690+39	690+39	SH-PB	25	60	5	25	25	18.5%	136
N/S MAIN		SIGNAL	683+00	690+39	PB-PB	25	739	0	0	75	5%	855
N/S MAIN	BALLPARK INT	SIGNAL	683+00	683+00	SH-PB	25	200	5	25	25	18.5%	302
N/S MAIN	BALLPARK INT	SIGNAL	683+00	683+00	SH-PB	26	200	5	25	25	18.5%	302
N/S MAIN		SIGNAL	679+64	683+00	PB-PB	26	336	0	0	50	5%	405
N/S MAIN	BALLPARK COMM	SIGNAL	679+64	679+64	SH-PB	26	75	5	25	25	18.5%	154
N/S MAIN	BALLPARK COMM	SIGNAL	679+64	679+64	SH-PB	27	75	5	25	25	18.5%	154
N/S MAIN		SIGNAL	663+00	679+64	PB-PB	27	1664	0	0	125	5%	1878
N/S MAIN	SRB4 - BURTON TPSS	SIGNAL	663+00	663+00	TPSS-PB	27	100	5	25	25	18.5%	184
N/S MAIN	SRB4 - BURTON TPSS	SIGNAL	663+00	663+00	TPSS-PB	28	100	5	25	25	18.5%	184
N/S MAIN		SIGNAL	661+50	663+00	PB-PB	28	150	0	0	25	5%	184
N/S MAIN	1700S G/C	SIGNAL	661+50	661+50	SH-PB	28	60	5	25	25	18.5%	136
N/S MAIN	1700S G/C	SIGNAL	661+50	661+50	SH-PB	29	60	5	25	25	18.5%	136
N/S MAIN		SIGNAL	653+14	661+50	PB-PB	29	836	0	0	100	5%	983
N/S MAIN	S1800	SIGNAL	653+14	653+14	SH-PB	29	75	5	25	25	18.5%	154
N/S MAIN	S1800	SIGNAL	653+14	653+14	SH-PB	30	75	5	25	25	18.5%	154
N/S MAIN		SIGNAL	632+80	653+14	PB-PB	30	2034	0	0	150	5%	2293
N/S MAIN	S2100/2101	SIGNAL	632+80	632+80	SH-PB	30	15	5	25	25	18.5%	83
N/S MAIN	S2100/2101	SIGNAL	632+80	632+80	SH-PB	31	15	5	25	25	18.5%	83
N/S MAIN	2100S G/C	SIGNAL	632+80	632+80	SH-PB	31	100	5	25	25	18.5%	184
N/S MAIN	2100S G/C	SIGNAL	632+80	632+80	SH-PB	32	100	5	25	25	18.5%	184
N/S MAIN		SIGNAL	626+80	632+80	PB-PB	32	600	5	25	25	18.5%	776
N/S MAIN		SIGNAL	620+60	626+80	PB-PB	32	620	0	0	50	5%	704
N/S MAIN		SIGNAL	620+60	631+33	PB-PB	32	1073	0	0	100	5%	1232
N/S MAIN	UNION A	SIGNAL	620+60	620+60	SH-PB	32	50	5	25	25	18.5%	124
N/S MAIN	UNION A	SIGNAL	620+60	620+60	SH-PB	33	50	5	25	25	18.5%	124
N/S MAIN		SIGNAL	615+56	620+60	PB-PB	33	504	0	0	50	5%	582
N/S MAIN	HAVEN AVE G/C	SIGNAL	615+56	615+56	SH-PB	33	125	5	25	25	18.5%	213
N/S MAIN	HAVEN AVE G/C	SIGNAL	615+56	615+56	SH-PB	34	125	5	25	25	18.5%	213
N/S MAIN		SIGNAL	597+26	615+56	PB-PB	34	1830	0	0	150	5%	2079
N/S MAIN	I-80 INT	SIGNAL	597+26	597+26	SH-PB	34	50	5	25	25	18.5%	124
N/S MAIN	I-80 INT	SIGNAL	597+26	597+26	SH-PB	35	50	5	25	25	18.5%	124
N/S MAIN		SIGNAL	591+50	597+26	PB-PB	35	576	0	0	50	5%	657
N/S MAIN	SRH5 - HUSLERS TPSS	SIGNAL	591+50	591+50	TPSS-PB	35	150	5	25	25	18.5%	243
N/S MAIN	SRH5 - HUSLERS TPSS	SIGNAL	591+50	591+50	TPSS-PB	36	150	5	25	25	18.5%	243
N/S MAIN		SIGNAL	586+77	591+50	PB-PB	36	473	0	0	25	5%	523

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ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN	S2700/2701	SIGNAL	586+77	586+77	SH-PB	36	50	5	25	25	18.5%	124
N/S MAIN	S2700/2701	SIGNAL	586+77	586+77	SH-PB	37	50	5	25	25	18.5%	124
N/S MAIN		SIGNAL	586+13	586+77	PB-PB	37	64	0	0	25	5%	93
N/S MAIN	2700S G/C	SIGNAL	586+13	586+13	SH-PB	37	70	5	25	25	18.5%	148
N/S MAIN	2700S G/C	SIGNAL	586+13	586+13	SH-PB	38	70	5	25	25	18.5%	148
N/S MAIN		SIGNAL	566+60	586+13	PB-PB	38	1953	0	0	125	5%	2182
N/S MAIN	2950S G/C	SIGNAL	566+60	566+60	SH-PB	38	110	5	25	25	18.5%	196
N/S MAIN	2950S G/C	SIGNAL	566+60	566+60	SH-PB	39	110	5	25	25	18.5%	196
N/S MAIN		SIGNAL	554+09	566+60	PB-PB	39	1251	0	0	125	5%	1445
N/S MAIN	GREGSON AVE G/C	SIGNAL	554+09	554+09	SH-PB	39	100	5	25	25	18.5%	184
N/S MAIN	GREGSON AVE G/C	SIGNAL	554+09	554+09	SH-PB	40	100	5	25	25	18.5%	184
N/S MAIN		SIGNAL	551+14	554+09	PB-PB	40	295	0	0	25	5%	336
N/S MAIN	SRW6 - WALTON TPSS	SIGNAL	551+14	551+14	TPSS-PB	40	120	5	25	25	18.5%	207
N/S MAIN	SRW6 - WALTON TPSS	SIGNAL	551+14	551+14	TPSS-PB	41	120	5	25	25	18.5%	207
N/S MAIN	S3200/3201	SIGNAL	551+14	551+14	SH-PB	41	75	5	25	25	18.5%	154
N/S MAIN	S3200/3201	SIGNAL	551+14	551+14	SH-PB	42	75	5	25	25	18.5%	154
N/S MAIN		SIGNAL	540+51	551+14	PB-PB	42	1063	0	0	125	5%	1247
N/S MAIN		SIGNAL	538+14	540+51	PB-PB	42	237	0	0	25	5%	275
N/S MAIN	3300S G/C	SIGNAL	538+14	538+14	SH-PB	42	80	5	25	25	18.5%	160
N/S MAIN	3300S G/C	SIGNAL	538+14	538+14	SH-PB	43	80	5	25	25	18.5%	160
N/S MAIN		SIGNAL	517+76	538+14	PB-PB	43	2038	0	0	100	5%	2245
N/S MAIN	S3600/3601	SIGNAL	517+76	517+76	SH-PB	43	80	5	25	25	18.5%	160
N/S MAIN	S3600/3601	SIGNAL	517+76	517+76	SH-PB	44	80	5	25	25	18.5%	160
N/S MAIN		SIGNAL	494+40	517+76	PB-PB	44	2336	0	0	200	5%	2663
N/S MAIN		SIGNAL	490+70	494+40	PB-PB	44	370	0	0	50	5%	441
N/S MAIN	3900S G/C	SIGNAL	490+70	490+70	SH-PB	44	30	5	25	25	18.5%	101
N/S MAIN	3900S G/C	SIGNAL	490+70	490+70	SH-PB	45	30	5	25	25	18.5%	101
N/S MAIN		SIGNAL	487+00	490+70	PB-PB	45	370	0	0	50	5%	441
N/S MAIN	SRC7 TPSS CENTRAL	SIGNAL	487+00	487+00	TPSS-PB	45	50	5	25	25	18.5%	124
N/S MAIN	SRC7 TPSS CENTRAL	SIGNAL	487+00	487+00	TPSS-PB	46	50	5	25	25	18.5%	124
N/S MAIN		SIGNAL	486+00	487+00	PB-PB	46	100	0	0	25	5%	131
N/S MAIN	CENTRAL INT	SIGNAL	486+00	486+00	SH-PB	46	30	5	25	25	18.5%	101
N/S MAIN	CENTRAL INT	SIGNAL	486+00	486+00	SH-PB	47	30	5	25	25	18.5%	101
N/S MAIN		SIGNAL	473+40	486+00	PB-PB	47	1260	0	0	75	5%	1402
N/S MAIN	CENTRAL AVE G/C	SIGNAL	473+40	473+40	SH-PB	47	80	5	25	25	18.5%	160
N/S MAIN	CENTRAL AVE G/C	SIGNAL	473+40	473+40	SH-PB	48	80	5	25	25	18.5%	160
N/S MAIN		SIGNAL	457+80	473+40	PB-PB	48	1560	0	0	150	5%	1796
N/S MAIN	FIRECLAY AVE GC	SIGNAL	457+80	457+80	SH-PB	48	90	5	25	25	18.5%	172
N/S MAIN	FIRECLAY AVE GC	SIGNAL	457+80	457+80	SH-PB	49	90	5	25	25	18.5%	172
N/S MAIN		SIGNAL	454+41	457+80	PB-PB	49	339	0	0	50	5%	408

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN		SIGNAL	444+73	454+41	PB-PB	49	968	0	0	75	5%	1095
N/S MAIN	4500S G/C	SIGNAL	444+73	444+73	SH-PB	49	70	5	25	25	18.5%	148
N/S MAIN	4500S G/C	SIGNAL	444+73	444+73	SH-PB	50	70	5	25	25	18.5%	148
N/S MAIN		SIGNAL	441+18	444+73	PB-PB	50	355	0	0	50	5%	425
N/S MAIN	S4600/4601	SIGNAL	441+18	441+18	SH-PB	50	20	5	25	25	18.5%	89
N/S MAIN	S4600/4601	SIGNAL	441+18	441+18	SH-PB	51	20	5	25	25	18.5%	89
N/S MAIN		SIGNAL	419+00	441+18	PB-PB	51	2218	0	0	175	5%	2513
N/S MAIN	4800S G/C	SIGNAL	419+00	419+00	SH-PB	51	75	5	25	25	18.5%	154
N/S MAIN	4800S G/C	SIGNAL	419+00	419+00	SH-PB	52	75	5	25	25	18.5%	154
N/S MAIN		SIGNAL	414+14	419+00	PB-PB	52	486	0	0	50	5%	563
N/S MAIN	SRM8 - MURRAY TPSS	SIGNAL	414+14	414+14	TPSS-PB	52	150	5	25	25	18.5%	243
N/S MAIN	SRM8 - MURRAY TPSS	SIGNAL	414+14	414+14	TPSS-PB	53	150	5	25	25	18.5%	243
N/S MAIN		SIGNAL	398+30	414+14	PB-PB	53	1584	0	0	125	5%	1794
N/S MAIN	VINE ST	SIGNAL	398+30	398+30	SH-PB	53	75	5	25	25	18.5%	154
N/S MAIN	VINE ST	SIGNAL	398+30	398+30	SH-PB	54	75	5	25	25	18.5%	154
N/S MAIN		SIGNAL	397+30	398+30	PB-PB	54	100	0	0	25	5%	131
N/S MAIN	S5000/5001	SIGNAL	397+30	397+30	SH-PB	54	20	5	25	25	18.5%	89
N/S MAIN	S5000/5001	SIGNAL	397+30	397+30	SH-PB	55	20	5	25	25	18.5%	89
N/S MAIN		SIGNAL	391+38	397+30	PB-PB	55	592	0	0	50	5%	674
N/S MAIN		SIGNAL	363+50	391+38	PB-PB	55	2788	0	0	175	5%	3111
N/S MAIN	S5400/5401	SIGNAL	363+50	363+50	SH-PB	55	30	5	25	25	18.5%	101
N/S MAIN	S5400/5401	SIGNAL	363+50	363+50	SH-PB	56	30	5	25	25	18.5%	101
N/S MAIN		SIGNAL	362+43	363+50	PB-PB	56	107	0	0	25	5%	139
N/S MAIN	SRP9 - PALLAS TPSS	SIGNAL	362+43	362+43	TPSS-PB	56	200	5	25	25	18.5%	302
N/S MAIN	SRP9 - PALLAS TPSS	SIGNAL	362+43	362+43	TPSS-PB	57	200	5	25	25	18.5%	302
N/S MAIN		SIGNAL	335+25	362+43	PB-PB	57	2718	0	0	175	5%	3038
N/S MAIN	S5810/5811	SIGNAL	335+25	335+25	SH-PB	57	70	5	25	25	18.5%	148
N/S MAIN	S5810/5811	SIGNAL	335+25	335+25	SH-PB	58	70	5	25	25	18.5%	148
N/S MAIN		SIGNAL	333+75	335+25	PB-PB	58	150	0	0	25	5%	184
N/S MAIN	5813S G/C	SIGNAL	333+75	333+75	SH-PB	58	40	5	25	25	18.5%	113
N/S MAIN	5813S G/C	SIGNAL	333+75	333+75	SH-PB	59	40	5	25	25	18.5%	113
N/S MAIN		SIGNAL	327+84	333+75	PB-PB	59	591	0	0	75	5%	699
N/S MAIN	5900S G/C	SIGNAL	327+84	327+84	SH-PB	59	30	5	25	25	18.5%	101
N/S MAIN	5900S G/C	SIGNAL	327+84	327+84	SH-PB	60	30	5	25	25	18.5%	101
N/S MAIN		SIGNAL	312+80	327+84	PB-PB	60	1504	0	0	200	5%	1789
N/S MAIN	6100S G/C	SIGNAL	312+80	312+80	SH-PB	60	6	5	25	25	18.5%	72
N/S MAIN	6100S G/C	SIGNAL	312+80	312+80	SH-PB	61	6	5	25	25	18.5%	72
N/S MAIN		SIGNAL	302+80	312+80	PB-PB	61	1000	0	0	50	5%	1103
N/S MAIN	LOVENDAHL B	SIGNAL	302+80	302+80	SH-PB	61	35	5	25	25	18.5%	107
N/S MAIN	LOVENDAHL B	SIGNAL	302+80	302+80	SH-PB	62	35	5	25	25	18.5%	107

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ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN		SIGNAL	302+80	292+40	PB-PB	62	1040	0	0	25	5.0%	1118
N/S MAIN		SIGNAL	292+40	296+95	PB-PB	62	455	0	0	25	5.0%	504
N/S MAIN	LOVENDAHL A	SIGNAL	296+95	296+95	SH-PB	62	100	5	25	25	18.5%	184
N/S MAIN	LOVENDAHL A	SIGNAL	296+95	296+95	SH-PB	63	100	5	25	25	18.5%	184
N/S MAIN		SIGNAL	290+25	296+95	PB-PB	63	670	0	0	100	5%	809
N/S MAIN	ATWOOD TPSS	SIGNAL	290+25	290+25	TPSS-PB	63	150	5	25	25	18.5%	243
N/S MAIN	ATWOOD TPSS	SIGNAL	290+25	290+25	TPSS-PB	64	150	5	25	25	18.5%	243
N/S MAIN		SIGNAL	283+17	290+25	PB-PB	64	708	0	0	75	5%	822
N/S MAIN	SUGAR INT	SIGNAL	283+17	283+17	SH-PB	64	225	5	25	100	18.5%	421
N/S MAIN	SUGAR INT	SIGNAL	283+17	283+17	SH-PB	65	225	5	25	100	18.5%	421
N/S MAIN		SIGNAL	256+65	283+17	PB-PB	65	2652	0	0	75	5%	2863
N/S MAIN	S7100/7101	SIGNAL	256+65	256+65	SH-PB	65	25	5	25	25	18.5%	95
N/S MAIN	S7100/7101	SIGNAL	256+65	256+65	SH-PB	66	25	5	25	25	18.5%	95
N/S MAIN		SIGNAL	246+50	256+65	PB-PB	66	1015	0	0	75	5%	1145
N/S MAIN	7200S G/C	SIGNAL	246+50	246+50	SH-PB	66	100	5	25	25	18.5%	184
N/S MAIN	7200S G/C	SIGNAL	246+50	246+50	SH-PB	67	100	5	25	25	18.5%	184
N/S MAIN		SIGNAL	240+85	246+50	PB-PB	67	565	0	0	25	5%	620
N/S MAIN		SIGNAL	236+59	240+85	PB-PB	67	426	0	0	75	5%	526
N/S MAIN	SRS11 - SUGAR TPSS	SIGNAL	236+59	236+59	TPSS-PB	67	75	5	25	25	18.5%	154
N/S MAIN	SRS11 - SUGAR TPSS	SIGNAL	236+59	236+59	TPSS-PB	68	75	5	25	25	18.5%	154
N/S MAIN		SIGNAL	227+30	236+59	PB-PB	68	929	0	0	100	5%	1080
N/S MAIN	S7500/S7501	SIGNAL	227+30	227+30	SH-PB	68	150	5	25	25	18.5%	243
N/S MAIN	S7500/S7501	SIGNAL	227+30	227+30	SH-PB	69	150	5	25	25	18.5%	243
N/S MAIN		SIGNAL	227+20	227+30	PB-PB	69	10	0	0	25	5%	37
N/S MAIN	7500S G/C	SIGNAL	227+20	227+20	SH-PB	69	100	5	25	25	18.5%	184
N/S MAIN	7500S G/C	SIGNAL	227+20	227+20	SH-PB	70	100	5	25	25	18.5%	184
N/S MAIN		SIGNAL	209+30	227+20	PB-PB	70	1790	0	0	150	5%	2037
N/S MAIN	7720S G/C	SIGNAL	209+30	209+30	SH-PB	70	40	5	25	25	18.5%	113
N/S MAIN	7720S G/C	SIGNAL	209+30	209+30	SH-PB	71	40	5	25	25	18.5%	113
N/S MAIN		SIGNAL	205+30	209+30	PB-PB	71	400	0	0	50	5%	473
N/S MAIN		SIGNAL	198+80	205+30	PB-PB	71	650	0	0	50	5%	735
N/S MAIN	CUSHING A INT	SIGNAL	198+80	198+80	SH-PB	71	50	5	25	25	18.5%	124
N/S MAIN	CUSHING A INT	SIGNAL	198+80	198+80	SH-PB	72	50	5	25	25	18.5%	124
N/S MAIN		SIGNAL	190+80	198+80	PB-PB	72	800	0	0	100	5%	945
N/S MAIN	CUSHING B INT	SIGNAL	190+80	190+80	SH-PB	72	20	5	25	25	18.5%	89
N/S MAIN	CUSHING B INT	SIGNAL	190+80	190+80	SH-PB	73	20	5	25	25	18.5%	89
N/S MAIN		SIGNAL	184+55	190+80	PB-PB	73	625	0	0	75	5%	735
N/S MAIN	8000S G/C	SIGNAL	184+55	184+55	SH-PB	73	100	5	25	25	18.5%	184
N/S MAIN	8000S G/C	SIGNAL	184+55	184+55	SH-PB	74	100	5	25	25	18.5%	184
N/S MAIN		SIGNAL	178+30	184+55	PB-PB	74	625	0	0	75	5%	735

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN	8120S G/C	SIGNAL	178+30	178+30	SH-PB	74	1100	5	25	25	18.5%	1369
N/S MAIN	8120S G/C	SIGNAL	178+30	178+30	SH-PB	75	1100	5	25	25	18.5%	1369
N/S MAIN		SIGNAL	171+20	178+30	PB-PB	75	710	0	0	50	5%	798
N/S MAIN	RIO GRANDE TPSS	SIGNAL	171+20	171+20	TPSS-PB	75	300	5	25	25	18.5%	421
N/S MAIN	RIO GRANDE TPSS	SIGNAL	171+20	171+20	TPSS-PB	76	300	5	25	25	18.5%	421
N/S MAIN		SIGNAL	169+58	171+20	PB-PB	76	162	0	0	100	5%	275
N/S MAIN	PIONEER B INT	SIGNAL	169+58	169+58	SH-PB	76	125	5	25	25	18.5%	213
N/S MAIN	PIONEER B INT	SIGNAL	169+58	169+58	SH-PB	77	125	5	25	25	18.5%	213
N/S MAIN		SIGNAL	158+90	169+58	PB-PB	77	1068	0	0	100	5%	1226
N/S MAIN	PIONEER A INT	SIGNAL	158+90	158+90	SH-PB	77	150	5	25	25	18.5%	243
N/S MAIN	PIONEER A INT	SIGNAL	158+90	158+90	SH-PB	78	150	5	25	25	18.5%	243
N/S MAIN		SIGNAL	148+95	158+90	PB-PB	78	995	0	0	75	5%	1124
N/S MAIN	PIONEER AVE	SIGNAL	148+95	148+95	SH-PB	78	75	5	25	25	18.5%	154
N/S MAIN	PIONEER AVE	SIGNAL	148+95	148+95	SH-PB	79	75	5	25	25	18.5%	154
N/S MAIN		SIGNAL	139+00	148+95	PB-PB	79	995	0	0	75	5%	1124
N/S MAIN	S8750/8751	SIGNAL	139+00	139+00	SH-PB	79	20	5	25	25	18.5%	89
N/S MAIN	S8750/8751	SIGNAL	139+00	139+00	SH-PB	80	20	5	25	25	18.5%	89
N/S MAIN	8720S G/C	SIGNAL	139+00	139+00	SH-PB	80	60	5	25	25	18.5%	136
N/S MAIN	8720S G/C	SIGNAL	139+00	139+00	SH-PB	81	60	5	25	25	18.5%	136
N/S MAIN		SIGNAL	131+95	139+00	PB-PB	81	705	0	0	75	5%	819
N/S MAIN	8800S G/C	SIGNAL	131+95	131+95	SH-PB	81	75	5	25	25	18.5%	154
N/S MAIN	8800S G/C	SIGNAL	131+95	131+95	SH-PB	82	75	5	25	25	18.5%	154
N/S MAIN		SIGNAL	123+25	131+95	PB-PB	82	870	0	0	100	5%	1019
N/S MAIN		SIGNAL	120+15	123+25	PB-PB	82	310	0	0	25	5%	352
N/S MAIN	9000S G/C	SIGNAL	120+15	120+15	SH-PB	82	200	5	25	25	18.5%	302
N/S MAIN	9000S G/C	SIGNAL	120+15	120+15	SH-PB	83	200	5	25	25	18.5%	302
N/S MAIN		SIGNAL	97+50	120+15	PB-PB	83	2265	0	0	175	5%	2562
N/S MAIN	SRN13	SIGNAL	98+00	97+50	TPSS-PB	83	125	5	25	25	18.5%	213
N/S MAIN	SRN13	SIGNAL	97+50	98+00	TPSS-PB	84	125	5	25	25	18.5%	213
N/S MAIN		SIGNAL	97+50	98+00	PB-PB	84	50	0	0	25	5%	79
N/S MAIN	S9400/S9401	SIGNAL	97+50	97+50	SH-PB	84	50	5	25	25	18.5%	124
N/S MAIN	S9400/S9401	SIGNAL	97+50	97+50	SH-PB	85	30	5	25	25	18.5%	101
N/S MAIN		SIGNAL	92+50	97+50	PB-PB	85	500	0	0	50	5%	578
N/S MAIN	9400S G/C	SIGNAL	92+50	92+50	SH-PB	85	80	5	25	25	18.5%	160
N/S MAIN	9400S G/C	SIGNAL	92+50	92+50	SH-PB	86	80	5	25	25	18.5%	160
N/S MAIN		SIGNAL	63+70	92+50	PB-PB	86	2880	0	0	175	5%	3208
N/S MAIN	9800S G/C	SIGNAL	63+70	63+70	SH-PB	86	20	5	25	25	18.5%	89
N/S MAIN	9800S G/C	SIGNAL	63+70	63+70	SH-PB	87	20	5	25	25	18.5%	89
N/S MAIN	BEETDIGGER INT	SIGNAL	63+70	63+70	SH-PB	87	15	5	25	25	18.5%	83
N/S MAIN	BEETDIGGER INT	SIGNAL	63+70	63+70	SH-PB	88	15	5	25	25	18.5%	83

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN		SIGNAL			PB-PB	88	329	0	0	25	5.0%	372
N/S MAIN	DRAPER NORTH INT	SIGNAL	2657+70		SH-PB	88	50	5	25	0	18.5%	95
N/S MAIN	DRAPER NORTH INT	SIGNAL	2657+70		SH-PB	89	223	5	25	0	18.5%	300
N/S MAIN		SIGNAL			PB-PB	89	120	0	0	25	5.0%	152
N/S MAIN	SRD14 - JORDAN TPSS	SIGNAL	1654+61	1654+61	TPSS-PB	89	75	5	25	25	18.5%	154
MIDVALE	LOVENDAHL A	SIGNAL	296+95	296+95	SH-PB	97	50	5	25	0	19%	95
MIDVALE		SIGNAL	302+80	296+95	PB-PB	97	585	0	25	100	5%	746
MIDVALE		SIGNAL	296+95	290+25	PB-PB	97	670	0	0	25	5%	730
MIDVALE		SIGNAL	290+25	290+90	PB-PB	97	65	0	0	25	5%	95
MIDVALE		SIGNAL	290+90	2615+17	PB-PB	97	65	0	25	25	5%	121
MIDVALE	WINCHESTER G/C	SIGNAL	2615+17	2615+17	SH-PB	97	30	5	25	25	18.5%	101
MIDVALE	WINCHESTER G/C	SIGNAL	2615+17	2615+17	SH-PB	98	30	5	0	25	18.5%	71
MIDVALE		SIGNAL	2615+17	2615+22	PB-PB	98	5	0	0	25	5%	32
MIDVALE	EPHRAIM B	SIGNAL	2615+22	2615+22	SH-PB	98	50	5	25	25	18.5%	124
MIDVALE	EPHRAIM B	SIGNAL	2615+22	2615+22	SH-PB	99	50	5	25	25	18.5%	124
MIDVALE		SIGNAL	2615+22	2613+47	PB-PB	99	175	0	0	25	5%	210
MIDVALE		SIGNAL	2613+47	2611+81	PB-PB	99	166	0	0	25	5%	201
MIDVALE		SIGNAL	2611+81	2610+64	PB-PB	99	117	0	0	25	5%	149
MIDVALE	COTTONWOOD G/C	SIGNAL	2610+64	2610+64	SH-PB	99	25	5	25	25	18.5%	95
MIDVALE	COTTONWOOD G/C	SIGNAL	2610+64	2610+64	SH-PB	100	25	5	25	25	18.5%	95
MIDVALE	EPHRAIM A	SIGNAL	2610+64	2610+64	SH-PB	100	25	5	25	25	18.5%	95
MIDVALE	EPHRAIM A	SIGNAL	2610+64	2610+64	SH-PB	101	25	5	25	25	18.5%	95
MIDVALE		SIGNAL	2610+64	2606+71	PB-PB	101	393	0	0	25	5%	439
MIDVALE		SIGNAL	2606+71	2604+72	PB-PB	101	199	0	0	25	5%	235
MIDVALE	TUNNEL INT	SIGNAL	2604+72	2604+72	SH-PB	101	75	5	25	25	18.5%	154
MIDVALE	TUNNEL INT	SIGNAL	2604+72	2604+72	SH-PB	102	75	5	25	25	18.5%	154
MIDVALE		SIGNAL	2604+72	2602+90	PB-PB	102	182	0	0	25	5%	217
MIDVALE		SIGNAL	2602+90	2601+65	PB-PB	102	125	0	0	25	5%	158
MIDVALE		SIGNAL	2601+65	2601+06	PB-PB	102	59	0	0	25	5%	88
MIDVALE		SIGNAL	2601+06	2599+64	PB-PB	102	142	0	0	25	5%	175
MIDVALE		SIGNAL	2599+64	1595+75	PB-PB	102	368	0	0	25	5%	413
MIDVALE	ACCESS INT	SIGNAL	1595+75	1595+75	SH-PB	102	50	5	25	25	18.5%	124
MIDVALE	ACCESS INT	SIGNAL	1595+75	1595+75	SH-PB	103	50	5	25	25	18.5%	124
MIDVALE		SIGNAL	1595+75	1593+36	PB-PB	103	239	0	0	25	5%	277
MIDVALE		SIGNAL	1593+36	1592+03	PB-PB	103	133	0	0	25	5%	166
MIDVALE		SIGNAL	1592+03	1592+19	PB-PB	103	50	0	0	25	5%	79
MIDVALE	YRY1	SIGNAL	1592+19	1592+19	TPSS-PB	103	50	5	25	25	18.5%	124
MIDVALE	YRY1	SIGNAL	1592+19	1592+19	TPSS-PB	104	50	5	25	25	18.5%	124
MIDVALE		SIGNAL	1592+19	1594+19	PB-PB	104	200	0	0	25	5%	236
MIDVALE		SIGNAL	1594+19	1597+69	PB-PB	104	350	0	0	25	5%	394

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX SIGNAL FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSTEM	From	To	Run Type	Signal Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
MIDVALE		SIGNAL	1597+69	MRSC	PB-PB	104	100	0	0	25	5%	131
MIDVALE	MVSC	SIGNAL	MRSC	MRSC	PB-OTHER	104	0	5	500	25	18.5%	628
JRSC	UNION A	SIGNAL	270+03	270+03	SH-PB	90	120	5	25	25	18.5%	207
JRSC		SIGNAL	270+03	264+45	PB-PB	90	558	0	25	25	5%	638
JRSC		SIGNAL	264+45	261+60	PB-PB	90	285	0	0	25	5%	326
JRSC		SIGNAL	261+60	259+45	PB-PB	90	215	0	0	25	5%	252
JRSC	UNION B	SIGNAL	259+45	259+45	SH-PB	90	75	5	25	25	18.5%	154
JRSC	UNION B	SIGNAL	259+45	259+45	SH-PB	90	75	5	25	25	18.5%	154
JRSC		SIGNAL	259+45	256+00	PB-PB	90	345	0	0	25	5%	389
JRSC	WV1	SIGNAL	256+00	256+00	TPSS-PB	90	150	5	25	25	18.5%	243
JRSC	WV1	SIGNAL	256+00	256+00	TPSS-PB	91	150	5	25	25	18.5%	243
JRSC		SIGNAL	256+00	252+05	PB-PB	91	395	0	0	25	5%	441
JRSC		SIGNAL	252+05	246+90	PB-PB	91	515	0	0	25	5%	567
JRSC		SIGNAL	246+90	244+20	PB-PB	91	270	0	0	25	5%	310
JRSC	E601	SIGNAL	244+20	244+20	SH-PB	91	175	5	25	25	18.5%	273
JRSC	E601	SIGNAL	244+20	244+20	SH-PB	92	175	5	25	25	18.5%	273
JRSC		SIGNAL	244+20	239+40	PB-PB	92	480	0	0	25	55%	783
JRSC		SIGNAL	239+40	236+24	PB-PB	92	316	0	0	25	5%	358
JRSC		SIGNAL	236+24	232+95	PB-PB	92	329	0	0	25	5%	372
JRSC		SIGNAL	232+95	226+75	PB-PB	92	620	0	0	25	5%	677
JRSC		SIGNAL	226+75	223+00	PB-PB	92	375	0	0	25	5%	420
JRSC		SIGNAL	223+00	219+50	PB-PB	92	350	0	0	25	5%	394
JRSC	WV2	SIGNAL	219+50	219+50	TPSS-PB	92	200	5	25	25	18.5%	302
JRSC	WV2	SIGNAL	219+50	219+50	TPSS-PB	93	200	5	25	25	18.5%	302
JRSC	800W	SIGNAL	219+50	219+50	SH-PB	93	250	5	25	25	18.5%	361
JRSC	800W	SIGNAL	219+50	219+50	SH-PB	94	250	5	25	25	18.5%	361
JRSC		SIGNAL	219+50	215+20	PB-PB	94	430	0	0	25	5%	478
JRSC		SIGNAL	215+20	211+59	PB-PB	94	361	0	0	25	5%	405
JRSC		SIGNAL	211+59	210+56	PB-PB	94	103	0	0	25	5%	134
JRSC		SIGNAL	210+56	207+26	PB-PB	94	330	0	0	25	5%	373
JRSC		SIGNAL	207+26	203+05	PB-PB	94	421	0	0	25	5%	468
JRSC		SIGNAL	203+05	203+55	PB-PB	94	50	0	0	25	5%	79
JRSC	ZCMI INT	SIGNAL	203+55	203+55	SH-PB	94	25	5	25	25	18.5%	95
JRSC	ZCMI INT	SIGNAL	203+55	203+55	SH-PB	95	25	5	25	25	18.5%	95
JRSC		SIGNAL	203+55	204+55	PB-PB	95	100	0	0	25	5%	131
JRSC	JRSC	SIGNAL	204+55	204+55	PB-OTHER	95	500	0	0	25	18.5%	622
JRSC	JRSC	SIGNAL	PB	JRSC	PB-OTHER	96	0	0	500	0	18.5%	593

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
U-LINE	MAIN ST PCC	IT	772+40	772+40	PCC-PB	1	30	5	25	25	18.5%	101
U-LINE	400S	IT	772+40	774+45	PB-PB	1	205	0	0	25	5%	242
U-LINE	400S	IT	774+45	778+00	PB-PB	1	355	0	0	25	5%	399
U-LINE	400S	IT	778+00	780+15	PB-PB	1	215	0	0	25	5%	252
U-LINE	400S	IT	778+00	1+35	PB-PB	1	100	0	0	25	5%	131
U-LINE	400S	IT	1+35	4+05	PB-PB	1	270	0	0	25	5%	310
U-LINE	400S	IT	4+05	7+10	PB-PB	1	305	0	0	25	5%	347
U-LINE	LIBRARY STATION	IT	7+10	7+10	PCC-PB	1	30	5	25	25	18.5%	101
U-LINE	LIBRARY STATION	IT	7+10	7+10	PCC-PB	2	30	5	25	25	18.5%	101
U-LINE	400S	IT	7+10	9+93	PB-PB	2	283	0	0	25	5%	323
U-LINE	400S & STATE ST	IT	9+93	13+78	PB-PB	2	385	0	0	25	5%	431
U-LINE		IT	13+78	16+10	PB-PB	2	232	0	0	25	5%	270
U-LINE	400S & 200E	IT	16+10	17+36	PB-PB	2	126	0	0	25	5%	159
U-LINE	400S & 200E	IT	17+36	21+56	PB-PB	2	420	0	0	25	5%	467
U-LINE	400S	IT	21+56	25+74	PB-PB	2	418	0	0	25	5%	465
U-LINE	400S	IT	25+74	28+51	PB-PB	2	277	0	0	25	5%	317
U-LINE	400S & 400E	IT	28+51	31+80	PB-PB	2	329	0	0	25	5%	372
U-LINE	400S & 400E	IT	31+80	35+70	PB-PB	2	390	0	0	25	5%	436
U-LINE	400S & 400E	IT	35+70	39+50	PB-PB	2	380	0	0	25	5%	425
U-LINE	400S	IT	39+50	42+97	PB-PB	2	347	0	0	25	5%	391
U-LINE	400S & 500E	IT	42+97	46+13	PB-PB	2	316	0	0	25	5%	358
U-LINE	400S & 500E	IT	42+97	49+06	PB-PB	2	609	0	0	25	5%	666
U-LINE		IT	49+06	53+00	PB-PB	2	394	0	0	25	5%	440
U-LINE	400S & 600E	IT	53+00	55+65	PB-PB	2	265	0	0	25	5%	305
U-LINE	TROLLEY STATION	IT	55+65	55+65	PCC-PB	2	45	5	25	25	18.5%	119
U-LINE	TROLLEY STATION	IT	55+65	55+65	PCC-PB	3	45	5	25	25	18.5%	119
U-LINE	400S & 600E	IT	55+65	58+88	PB-PB	3	323	0	0	25	5%	365
U-LINE	400S	IT	58+88	62+04	PB-PB	3	316	0	0	25	5%	358
U-LINE	400S	IT	62+04	65+50	PB-PB	3	346	0	0	25	5%	390
U-LINE	400S & 700E	IT	65+50	67+81	PB-PB	3	231	0	0	25	5%	269
U-LINE	900 E STATION	IT	67+81	67+81	PCC-PB	3	20	5	25	25	18.5%	89
U-LINE	900 E STATION	IT	67+81	67+81	PCC-PB	4	20	5	25	25	18.5%	89
U-LINE	400S	IT	67+81	72+00	PB-PB	4	419	0	0	25	5%	466
U-LINE	400S & 900E	IT	72+00	74+90	PB-PB	4	290	0	0	25	5%	331
U-LINE	S-CURVE	IT	74+90	78+05	PB-PB	4	315	0	0	25	5%	357
U-LINE	S-CURVE	IT	78+05	81+20	PB-PB	4	315	0	0	25	5%	357
U-LINE	S-CURVE	IT	81+20	84+40	PB-PB	4	320	0	0	25	5%	362
U-LINE	S-CURVE	IT	84+40	87+68	PB-PB	4	328	0	0	25	5%	371
U-LINE	S-CURVE	IT	87+68	90+80	PB-PB	4	312	0	0	25	5%	354
U-LINE	S-CURVE	IT	90+80	94+28	PB-PB	4	348	0	0	25	5%	392

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
U-LINE	S-CURVE	IT	94+28	97+23	PB-PB	4	295	0	0	25	5%	336
U-LINE	S-CURVE	IT	97+23	100+35	PB-PB	4	312	0	0	25	5%	354
U-LINE	S-CURVE	IT	100+35	103+68	PB-PB	4	333	0	0	25	5%	376
U-LINE	500S	IT	103+68	107+43	PB-PB	4	375	0	0	25	5%	420
U-LINE	500S	IT	107+43	111+06	PB-PB	4	363	0	0	25	5%	407
U-LINE	500S	IT	111+06	114+23	PB-PB	4	317	0	0	25	5%	359
U-LINE	500S	IT	114+23	114+67	PB-PB	4	44	0	0	25	5%	72
U-LINE	RICE/ECCLES	IT	114+69	114+23	PB-PB	4	46	0	0	25	5%	75
U-LINE	RICE/ECCLES	IT			PCC-PB	4	30	5	25	0	18.5%	71
U-LINE	RICE/ECCLES	IT			PCC-PB	5	30	5	25	0	18.5%	71
U-LINE	RICE/ECCLES	IT	114+23	116+80	PB-PB	5	257	0	0	25	5%	296
U-LINE	RICE/ECCLES	IT	116+80	120+16	PB-PB	5	336	0	0	25	5%	379
U-LINE	RICE/ECCLES	IT	120+16	122+64	PB-PB	5	248	0	0	25	5%	287
U-LINE	RICE/ECCLES	IT	122+64	124+30	PB-PB	5	166	0	0	25	5%	201
U-LINE	STADIUM	IT	124+30	127+70	PB-PB	5	340	0	0	25	5%	383
U-LINE	FIELD HOUSE	IT	127+70	131+35	PB-PB	5	365	0	0	25	5%	410
U-LINE	FIELD HOUSE	IT	131+35	134+60	PB-PB	5	325	0	0	25	5%	368
U-LINE		IT	134+60	137+45	PB-PB	5	285	0	0	25	5%	326
U-LINE		IT	137+45	140+50	PB-PB	5	305	0	0	25	5%	347
U-LINE		IT	140+50	143+55	PB-PB	5	305	0	0	25	5%	347
U-LINE		IT	143+55	146+70	PB-PB	5	315	0	0	25	5%	357
U-LINE		IT	146+70	149+85	PB-PB	5	315	0	0	25	5%	357
U-LINE		IT	149+85	153+25	PB-PB	5	340	0	0	25	5%	383
U-LINE		IT	153+25	156+11	PB-PB	5	286	0	0	25	5%	327
U-LINE		IT	156+11	160+21	PB-PB	5	410	0	0	25	5%	457
U-LINE	S CAMPUS DRIVE	IT	160+21	160+21	PCC-PB	5	40	5	25	25	18.5%	113
U-LINE	S CAMPUS DRIVE	IT	160+21	160+21	PCC-PB	6	40	5	25	25	18.5%	113
U-LINE		IT	160+21	163+47	PB-PB	6	326	0	0	25	5%	369
U-LINE		IT	163+47	166+90	PB-PB	6	343	0	0	25	5%	386
U-LINE		IT	166+90	170+40	PB-PB	6	350	0	0	25	5%	394
U-LINE		IT	170+40	173+50	PB-PB	6	310	0	0	25	5%	352
U-LINE		IT	173+50	174+45	PB-PB	6	170	0	0	25	5%	205
U-LINE		IT	173+50	176+86	PB-PB	6	336	0	0	25	5%	379
U-LINE		IT	176+86	180+90	PB-PB	6	404	0	0	25	5%	450
U-LINE	FT DOUGLAS STATION	IT	180+90	180+90	PCC-PB	6	40	5	25	25	18.5%	113
U-LINE	FT DOUGLAS STATION	IT	180+90	180+90	PCC-PB	7	40	5	25	25	18.5%	113
U-LINE		IT	180+90	183+80	PB-PB	7	290	0	0	25	5%	331
U-LINE		IT	183+80	185+00	PB-PB	7	120	0	0	25	5%	152
U-LINE		IT	185+00	187+25	PB-PB	7	225	0	0	25	5%	263
U-LINE		IT	187+25	190+85	PB-PB	7	360	0	0	25	5%	404

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
U-LINE		IT	190+85	194+40	PB-PB	7	355	0	0	25	5%	399
U-LINE		IT	194+40	197+85	PB-PB	7	345	0	0	25	5%	389
U-LINE	UNIVERSITY MED CENTER	IT	197+85	200+85	PB-PB	7	300	0	0	25	5%	341
U-LINE	UNIVERSITY MED CENTER	IT	200+85	203+85	PB-PB	7	300	0	0	25	5%	341
U-LINE	UNIVERSITY MED CENTER	IT	203+85	207+15	PB-PB	7	330	0	0	25	5%	373
U-LINE	UNIVERSITY MED CENTER	IT			PCC-PB	7	110	5	25	25	18.5%	196
FLHQ	FLHQ	IT			PB-OTHER	8	2600	5	25	25	18.5%	3146
N/S MAIN		IT	25+20	24+75	PB-PB	8	45	0	0	50	5%	100
N/S MAIN	INTERMODAL PCC	IT	25+20	25+20	PCC-PB	8	50	5	25	25	18.5%	124
N/S MAIN	INTERMODAL PCC	IT	25+20	25+20	PCC-PB	9	50	5	25	25	18.5%	124
N/S MAIN		IT	34+24	25+20	PB-PB	9	904	0	0	75	5%	1028
N/S MAIN		IT	38+61	34+24	PB-PB	9	437	0	0	50	5%	511
N/S MAIN		IT	41+05	38+61	PB-PB	9	244	0	0	50	5%	309
N/S MAIN	OLD CREEKTOWN	IT	41+05	41+05	PCC-PB	9	5	5	25	25	18.5%	71
N/S MAIN	OLD CREEKTOWN	IT	41+05	41+05	PCC-PB	10	5	5	25	25	18.5%	71
N/S MAIN		IT	46+08	41+05	PB-PB	10	503	0	0	50	5%	581
N/S MAIN		IT	49+88	46+08	PB-PB	10	380	0	0	25	5%	425
N/S MAIN		IT	52+76	49+88	PB-PB	10	288	0	0	25	5%	329
N/S MAIN		IT	56+40	52+76	PB-PB	10	364	0	0	25	5%	408
N/S MAIN	PLANETARIUM PCC	IT	56+40	56+40	PCC-PB	10	175	5	25	25	18.5%	273
N/S MAIN	PLANETARIUM PCC	IT	56+40	56+40	PCC-PB	11	175	5	25	25	18.5%	273
N/S MAIN		IT	59+10	56+40	PB-PB	11	270	0	0	25	5%	310
N/S MAIN		IT	59+77	59+10	PB-PB	11	67	0	0	25	5%	97
N/S MAIN		IT	61+60	59+77	PB-PB	11	183	0	0	25	5%	218
N/S MAIN		IT	68+19	61+60	PB-PB	11	659	0	0	50	5%	744
N/S MAIN		IT	836+00	68+19	PB-PB	11	250	0	0	25	5%	289
N/S MAIN		IT	835+50	836+00	PB-PB	11	50	0	0	25	5%	79
N/S MAIN	ARENA STATION PCC	IT	835+50	835+50	PCC-PB	11	5	5	25	25	18.5%	71
N/S MAIN	ARENA STATION PCC	IT	835+50	835+50	PCC-PB	12	5	5	25	25	18.5%	71
N/S MAIN		IT	831+07	835+50	PB-PB	12	443	0	0	50	5%	518
N/S MAIN		IT	828+20	831+07	PB-PB	12	287	0	0	25	5%	328
N/S MAIN		IT	826+00	828+20	PB-PB	12	220	0	0	25	5%	257
N/S MAIN		IT	819+20	826+00	PB-PB	12	680	0	0	25	5%	740
N/S MAIN	TEMPLE SQUARE PCC	IT	819+20	819+20	PCC-PB	12	50	5	25	25	18.5%	124
N/S MAIN	TEMPLE SQUARE PCC	IT	819+20	819+20	PCC-PB	13	50	5	25	25	18.5%	124
N/S MAIN		IT	814+11	819+20	PB-PB	13	509	0	0	25	5%	561
N/S MAIN		IT	807+52	814+11	PB-PB	13	659	0	0	50	5%	744
N/S MAIN		IT	804+00	807+52	PB-PB	13	352	0	0	25	5%	396
N/S MAIN	City Center PCC	IT	804+00	804+00	PCC-PB	13	30	5	25	25	18.5%	101

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ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN	City Center PCC	IT	804+00	804+00	PCC-PB	14	30	5	25	25	18.5%	101
N/S MAIN		IT	798+76	804+00	PB-PB	14	524	0	0	50	5%	603
N/S MAIN		IT	795+50	798+76	PB-PB	14	326	0	0	25	5%	369
N/S MAIN		IT	790+84	795+50	PB-PB	14	466	0	0	25	5%	516
N/S MAIN		IT	787+60	790+84	PB-PB	14	324	0	0	25	5%	366
N/S MAIN	GALIVAN STATION PCC	IT	787+60	787+60	PCC-PB	14	25	5	25	25	18.5%	95
N/S MAIN	GALIVAN STATION PCC	IT	787+60	787+60	PCC-PB	15	25	5	25	25	18.5%	95
N/S MAIN		IT	782+83	787+60	PB-PB	15	477	0	0	25	5%	527
N/S MAIN		IT	780+15	782+83	PB-PB	15	268	0	0	25	5%	308
N/S MAIN		IT	778+00	780+15	PB-PB	15	215	0	0	25	5%	252
N/S MAIN		IT	774+45	778+00	PB-PB	15	355	0	0	25	5%	399
N/S MAIN		IT	772+40	774+45	PB-PB	15	205	0	0	25	5%	242
N/S MAIN	MAIN ST PCC	IT	772+40	772+40	PCC-PB	15	30	5	25	25	18.5%	101
N/S MAIN	MAIN ST PCC	IT	772+40	772+40	PCC-PB	16	30	5	25	25	18.5%	101
N/S MAIN		IT	767+95	772+40	PB-PB	16	445	0	0	25	5%	494
N/S MAIN		IT	759+20	767+95	PB-PB	16	875	0	0	25	5%	945
N/S MAIN		IT	754+00	759+20	PB-PB	16	520	0	0	25	5%	572
N/S MAIN	FUTURE PCC	IT	754+00	754+00	PCC-PB	16	80	5	25	25	18.5%	160
N/S MAIN	FUTURE PCC	IT	754+00	754+00	PCC-PB	17	80	5	25	25	18.5%	160
N/S MAIN		IT	752+27	754+00	PB-PB	17	173	0	0	25	5%	208
N/S MAIN		IT	746+80	752+27	PB-PB	17	547	0	0	50	5%	627
N/S MAIN		IT	745+13	746+80	PB-PB	17	167	0	0	50	5%	228
N/S MAIN		IT	735+90	745+13	PB-PB	17	923	0	0	75	5%	1048
N/S MAIN		IT	728+20	735+90	PB-PB	17	770	0	0	50	5%	861
N/S MAIN		IT	726+30	728+20	PB-PB	17	190	0	0	25	5%	226
N/S MAIN	900S PCC	IT	726+30	726+30	PCC-PB	17	45	5	25	25	18.5%	119
N/S MAIN	900S PCC	IT	726+30	726+30	PCC-PB	18	45	5	25	25	18.5%	119
N/S MAIN		IT	714+08	726+30	PB-PB	18	1222	0	0	100	5%	1388
N/S MAIN		IT	696+34	714+08	PB-PB	18	1774	0	0	150	5%	2020
N/S MAIN		IT	696+05	696+34	PB-PB	18	29	0	0	25	5%	57
N/S MAIN		IT	693+90	696+05	PB-PB	18	215	0	0	25	5%	252
N/S MAIN	BALLPARK PCC	IT	693+90	693+90	PCC-PB	18	150	5	25	25	18.5%	243
N/S MAIN	BALLPARK PCC	IT	693+90	693+90	PCC-PB	19	150	5	25	25	18.5%	243
N/S MAIN		IT	690+39	693+90	PB-PB	19	351	0	0	50	5%	421
N/S MAIN		IT	683+00	690+39	PB-PB	19	739	0	0	75	5%	855
N/S MAIN		IT	679+64	683+00	PB-PB	19	336	0	0	50	5%	405
N/S MAIN		IT	663+00	679+64	PB-PB	19	1664	0	0	125	5%	1878
N/S MAIN		IT	661+50	663+00	PB-PB	19	150	0	0	25	5%	184
N/S MAIN		IT	653+14	661+50	PB-PB	19	836	0	0	100	5%	983
N/S MAIN		IT	632+80	653+14	PB-PB	19	2034	0	0	150	5%	2293

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ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN		IT	626+80	632+80	PB-PB	19	600	5	25	25	18.5%	776
N/S MAIN	CENTRAL POINT PCC	IT	630+29	626+80	PCC-PB	19	349	5	25	25	18.5%	479
N/S MAIN	CENTRAL POINT PCC	IT	626+80	630+29	PCC-PB	20	349	5	25	25	18.5%	479
N/S MAIN		IT	620+60	626+80	PB-PB	20	620	0	0	50	5%	704
N/S MAIN		IT	620+60	631+33	PB-PB	20	1073	0	0	100	5%	1232
N/S MAIN		IT	615+56	620+60	PB-PB	20	504	0	0	50	5%	582
N/S MAIN		IT	597+26	615+56	PB-PB	20	1830	0	0	150	5%	2079
N/S MAIN		IT	591+50	597+26	PB-PB	20	576	0	0	50	5%	657
N/S MAIN		IT	586+77	591+50	PB-PB	20	473	0	0	25	5%	523
N/S MAIN		IT	586+13	586+77	PB-PB	20	64	0	0	25	5%	93
N/S MAIN		IT	566+60	586+13	PB-PB	20	1953	0	0	125	5%	2182
N/S MAIN		IT	554+09	566+60	PB-PB	20	1251	0	0	125	5%	1445
N/S MAIN		IT	551+14	554+09	PB-PB	20	295	0	0	25	5%	336
N/S MAIN		IT	540+51	551+14	PB-PB	20	1063	0	0	125	5%	1247
N/S MAIN	MILL CREEK PCC	IT	540+51	540+51	PCC-PB	20	70	5	25	25	18.5%	148
N/S MAIN	MILL CREEK PCC	IT	540+51	540+51	PCC-PB	21	70	5	25	25	18.5%	148
N/S MAIN		IT	538+14	540+51	PB-PB	21	237	0	0	25	5%	275
N/S MAIN		IT	517+76	538+14	PB-PB	21	2038	0	0	100	5%	2245
N/S MAIN		IT	494+40	517+76	PB-PB	21	2336	0	0	200	5%	2663
N/S MAIN	MEADOWBROOK PCC	IT	494+40	494+40	PCC-PB	21	175	5	25	25	18.5%	273
N/S MAIN	MEADOWBROOK PCC	IT	494+40	494+40	PCC-PB	22	175	5	25	25	18.5%	273
N/S MAIN		IT	490+70	494+40	PB-PB	22	370	0	0	50	5%	441
N/S MAIN		IT	487+00	490+70	PB-PB	22	370	0	0	50	5%	441
N/S MAIN		IT	486+00	487+00	PB-PB	22	100	0	0	25	5%	131
N/S MAIN		IT	473+40	486+00	PB-PB	22	1260	0	0	75	5%	1402
N/S MAIN		IT	457+80	473+40	PB-PB	22	1560	0	0	150	5%	1796
N/S MAIN		IT	454+41	457+80	PB-PB	22	339	0	0	50	5%	408
N/S MAIN	MURRAY NORTH PCC	IT	454+41	454+41	PCC-PB	22	75	5	25	25	18.5%	154
N/S MAIN	MURRAY NORTH PCC	IT	454+41	454+41	PCC-PB	23	75	5	25	25	18.5%	154
N/S MAIN		IT	444+73	454+41	PB-PB	23	968	0	0	75	5%	1095
N/S MAIN		IT	441+18	444+73	PB-PB	23	355	0	0	50	5%	425
N/S MAIN		IT	419+00	441+18	PB-PB	23	2218	0	0	175	5%	2513
N/S MAIN		IT	414+14	419+00	PB-PB	23	486	0	0	50	5%	563
N/S MAIN		IT	398+30	414+14	PB-PB	23	1584	0	0	125	5%	1794
N/S MAIN		IT	397+30	398+30	PB-PB	23	100	0	0	25	5%	131
N/S MAIN		IT	391+38	397+30	PB-PB	23	592	0	0	50	5%	674
N/S MAIN	MURRAY CENTRAL PCC	IT	391+38	391+38	PCC-PB	23	120	5	25	25	18.5%	207
N/S MAIN	MURRAY CENTRAL PCC	IT	391+38	391+38	PCC-PB	24	120	5	25	25	18.5%	207
N/S MAIN		IT	363+50	391+38	PB-PB	24	2788	0	0	175	5%	3111
N/S MAIN		IT	362+43	363+50	PB-PB	24	107	0	0	25	5%	139

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN		IT	335+25	362+43	PB-PB	24	2718	0	0	175	5%	3038
N/S MAIN		IT	333+75	335+25	PB-PB	24	150	0	0	25	5%	184
N/S MAIN		IT	327+84	333+75	PB-PB	24	591	0	0	75	5%	699
N/S MAIN		IT	312+80	327+84	PB-PB	24	1504	0	0	200	5%	1789
N/S MAIN		IT	302+80	312+80	PB-PB	24	1000	0	0	50	5%	1103
N/S MAIN		IT	302+80	292+40	PB-PB	24	1040	0	0	25	5.0%	1118
N/S MAIN	FASHION PLACE	IT	292+40	292+40	PCC-PB	24	75	5	25	25	18.5%	154
N/S MAIN	FASHION PLACE	IT	292+40	292+40	PCC-PB	25	75	5	25	25	18.5%	154
N/S MAIN		IT	292+40	296+95	PB-PB	25	455	0	0	25	5.0%	504
N/S MAIN		IT	290+25	296+95	PB-PB	25	670	0	0	100	5%	809
N/S MAIN		IT	283+17	290+25	PB-PB	25	708	0	0	75	5%	822
N/S MAIN		IT	256+65	283+17	PB-PB	25	2652	0	0	75	5%	2863
N/S MAIN		IT	246+50	256+65	PB-PB	25	1015	0	0	75	5%	1145
N/S MAIN		IT	240+85	246+50	PB-PB	25	565	0	0	25	5%	620
N/S MAIN	FORT UNION PCC	IT	240+85	240+85	PCC-PB	25	100	5	25	25	18.5%	184
N/S MAIN	FORT UNION PCC	IT	240+85	240+85	PCC-PB	26	100	5	25	25	18.5%	184
N/S MAIN		IT	236+59	240+85	PB-PB	26	426	0	0	75	5%	526
N/S MAIN		IT	227+30	236+59	PB-PB	26	929	0	0	100	5%	1080
N/S MAIN		IT	227+20	227+30	PB-PB	26	10	0	0	25	5%	37
N/S MAIN		IT	209+30	227+20	PB-PB	26	1790	0	0	150	5%	2037
N/S MAIN		IT	205+30	209+30	PB-PB	26	400	0	0	50	5%	473
N/S MAIN	MIDVALE CENTER PCC	IT	205+30	205+30	PCC-PB	26	500	5	25	25	18.5%	658
N/S MAIN	MIDVALE CENTER PCC	IT	205+30	205+30	PCC-PB	27	500	5	25	25	18.5%	658
N/S MAIN		IT	198+80	205+30	PB-PB	27	650	0	0	50	5%	735
N/S MAIN		IT	190+80	198+80	PB-PB	27	800	0	0	100	5%	945
N/S MAIN		IT	184+55	190+80	PB-PB	27	625	0	0	75	5%	735
N/S MAIN		IT	178+30	184+55	PB-PB	27	625	0	0	75	5%	735
N/S MAIN		IT	171+20	178+30	PB-PB	27	710	0	0	50	5%	798
N/S MAIN		IT	169+58	171+20	PB-PB	27	162	0	0	100	5%	275
N/S MAIN		IT	158+90	169+58	PB-PB	27	1068	0	0	100	5%	1226
N/S MAIN		IT	148+95	158+90	PB-PB	27	995	0	0	75	5%	1124
N/S MAIN		IT	139+00	148+95	PB-PB	27	995	0	0	75	5%	1124
N/S MAIN		IT	131+95	139+00	PB-PB	27	705	0	0	75	5%	819
N/S MAIN		IT	123+25	131+95	PB-PB	27	870	0	0	100	5%	1019
N/S MAIN	HISTORIC SANDY PCC	IT	123+25	123+25	PCC-PB	27	430	5	25	25	18.5%	575
N/S MAIN	HISTORIC SANDY PCC	IT	123+25	123+25	PCC-PB	28	430	5	25	25	18.5%	575
N/S MAIN		IT	120+15	123+25	PB-PB	28	310	0	0	25	5%	352
N/S MAIN		IT	97+50	120+15	PB-PB	28	2265	0	0	175	5%	2562
N/S MAIN	SANDY EXPO PCC	IT	97+50	98+50	PCC-PB	28	100	5	25	25	18.5%	184
N/S MAIN	SANDY EXPO PCC	IT	97+50	98+50	PCC-PB	29	100	5	25	25	18.5%	184

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
N/S MAIN		IT	97+50	98+00	PB-PB	29	50	0	0	25	5%	79
N/S MAIN		IT	92+50	97+50	PB-PB	29	500	0	0	50	5%	578
N/S MAIN		IT	63+70	92+50	PB-PB	29	2880	0	0	175	5%	3208
N/S MAIN		IT			PB-PB	29	329	0	0	25	5.0%	372
N/S MAIN	SANDY CIVIC CENTER	IT			PCC-PB	29	75	5	25	25	18.5%	154
JRSC	CENTRAL POINT PCC	IT	626+80	630+29	PCC-PB	30	349	5	25	25	18.5%	479
JRSC		IT	620+60	626+80	PB-PB	30	620	0	0	50	5%	704
JRSC		IT	620+60	631+33	PB-PB	30	1073	0	0	50	5%	1179
JRSC	N/S TO WV JUNCTION	IT	631+33	270+03	PB-PB	30	125	0	0	50	5%	184
JRSC		IT	270+03	264+45	PB-PB	30	558	0	25	25	5%	638
JRSC		IT	264+45	261+60	PB-PB	30	285	0	0	25	5%	326
JRSC		IT	261+60	259+45	PB-PB	30	215	0	0	25	5%	252
JRSC		IT	259+45	256+00	PB-PB	30	345	0	0	25	5%	389
JRSC		IT	256+00	252+05	PB-PB	30	395	0	0	25	5%	441
JRSC		IT	252+05	246+90	PB-PB	30	515	0	0	25	5%	567
JRSC		IT	246+90	244+20	PB-PB	30	270	0	0	25	5%	310
JRSC		IT	244+20	239+40	PB-PB	30	480	0	0	25	55%	783
JRSC		IT	239+40	236+24	PB-PB	30	316	0	0	25	5%	358
JRSC		IT	236+24	232+95	PB-PB	30	329	0	0	25	5%	372
JRSC		IT	232+95	226+75	PB-PB	30	620	0	0	25	5%	677
JRSC		IT	226+75	223+00	PB-PB	30	375	0	0	25	5%	420
JRSC		IT	223+00	219+50	PB-PB	30	350	0	0	25	5%	394
JRSC		IT	219+50	215+20	PB-PB	30	430	0	0	25	5%	478
JRSC		IT	215+20	211+59	PB-PB	30	361	0	0	25	5%	405
JRSC		IT	211+59	210+56	PB-PB	30	103	0	0	25	5%	134
JRSC		IT	210+56	207+26	PB-PB	30	330	0	0	25	5%	373
JRSC		IT	207+26	203+05	PB-PB	30	421	0	0	25	5%	468
JRSC		IT	203+05	203+55	PB-PB	30	50	0	0	25	5%	79
JRSC		IT	203+55	204+55	PB-PB	30	100	0	0	25	5%	131
JRSC	JRSC	IT	204+55	204+55	PB-OTHER	30	500	0	0	25	18.5%	622
JRSC	JRSC	IT	PB	JRSC	PB-OTHER	30	0	0	500	0	18.5%	593
MEADOWBROOK	3900S STATION	IT			PCC-PB	31	500	5	25	0	18.5%	628
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551
MEADOWBROOK	700E & 3900S	IT			PB-PB	31	500	0	0	25	5.0%	551

ROCKY MOUNTAIN SYSTEMS SERVICES
TRAX IT FIBER DUCTBANK TAKE-OFF

PB = Pull Box	SH = Signal House										3/30/2022	
TRAX LINE	Location (Approx)	SYSETM	From	To	Run Type	IT Pull #	Lateral Feet	Vertical Feet	House Feet	Service Loop	Waste %	Total Feet
MEADOWBROOK	700E & 3900S	IT			PB-PB	31	500	0	0	25	5.0%	551
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551
MEADOWBROOK		IT			PB-PB	31	500	0	0	25	5.0%	551
MEADOWBROOK		IT			PB-OTHER	31	280	0	0	25	5.0%	320
MEADOWBROOK	MEADOWBROOK	IT			PB-OTHER	31	0	0	500	0	18.5%	593

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Bill Greene, Chief Finance Officer
PRESENTER(S): Troy Hamilton, Procurement Manager

TITLE:

Pre-Procurements - Credit Card Terminal Replacement

AGENDA ITEM TYPE:
Pre-Procurement

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
Utah's Public Transit District Act requires all contracts valued at $200,000 or greater be approved by the UTA Board of Trustees. This informational report 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:
Credit Card Terminal Replacement. This is a procurement for a SaaS (Software as a Solution) POS (point of sale) and electronic invoicing solution to run up to six brick-and-mortar ticket sales locations. This contract will also include electronic invoicing with email payment links to collect fees for departments that provide professional services and contract sales.

The current terminals were installed in 2015 and are beginning to have hardware and/or software issues. A new solution will bring UTA up to current Payment Card Industry compliance standards. Funding for this project will be through a combination of capital project funds and on-going operational bank fee budget that is budgeted in Finance. This contract will be for a term of 5 years, and the procurement will be conducted as an RFP, where technical criteria will be evaluated and scored in addition to price. (Req. 11447, Troy Bingham)

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	William Greene, Chief Financial Officer
PRESENTER(S):	Kensey Kunkel, Manager Business Development and Sales

TITLE:

Fare Agreement: Pass Purchase and Administration (The Church of Jesus Christ of Latter-Day Saints)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize the Executive Director to execute the Pass Purchase and Administration Agreement with The Church of Jesus Christ of Latter-Day Saints.

BACKGROUND:
The Church of Jesus Christ of Latter-day Saints (Church) and UTA are longstanding partners dedicated to reducing traffic congestion and related emissions. One way that the Church and UTA partner together to achieve these goals is through an employer transit pass program.

The Church provides a transit pass to all full time, part time, and volunteer employees working at their various locations along the UTA Service Corridor. The Church pays for each trip taken by an authorized user on the UTA system and receives a 17.5 percent discount. The current agreement will expire at the end of this year and both parties desire to renew the agreement.

DISCUSSION:
In the spirit of partnership, the Church and UTA will enter a two-year Pass Purchase and Administration agreement. The Church will continue to pay for each trip taken by authorized users on the UTA system and receive a 17.5 percent discount. This discount is in line with other similarly sized organizations participating in a pay-per-use program.

CONTRACT SUMMARY:

Contractor Name:	The Church of Jesus Christ of Latter-day Saints
Contract Number:	22-F0316
Base Contract Effective Dates:	January 1- December 31, 2024
Extended Contract Dates:	NA
Existing Contract Value:	NA
Amendment Amount:	NA
New/Total Amount Contract Value:	$1,767,400-$2,104,000
Procurement Method:	NA
Funding Sources:	The Church of Jesus Christ of Latter-day Saints

ALTERNATIVES:

Not approve contract and forgo revenue.

FISCAL IMPACT:

Total value of the contract is estimated to be between $1,767,400-$2,104,000.

- For contract year 1: Ridership and revenue received is estimated to increase by 5-25 percent as compared to revenue received for 2022. Estimated revenue for 2023 $883,700-$1,052,000.
- For contract year 2: Ridership and revenue will remain at 2023 levels ($883,700-$1,052,000)

Revenue may increase or decrease depending upon the use of the transit program by authorized users.

ATTACHMENTS:

1. Contract

PASS PURACHASE AND ADMINISTRATION

This Pass Purchase and Administration Agreement (the "**Agreement**") is between the UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah, ("**UTA**"), and THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, a Utah corporation sole ("**Administrator**"), hereafter known as parties.

RECITALS

WHEREAS UTA is a public transit district providing public transit services within the State of Utah;

WHEREAS Administrator is an employer that hires Employees who work at one or more common locations or area designations within the public transit district;

WHEREAS both Administrator and UTA recognize the benefits of public transit for individuals, businesses and the community for reducing congestion, improving the quality of air and the environment and limiting the amount of real property set aside or dedicated to motor vehicle uses and parking in urban locations;

WHEREAS Administrator desires to purchase a fare for each trip taken by its Authorized Users pursuant to the terms and conditions set forth in this Agreement;

AGREEMENT

NOW THEREFORE, in consideration of the mutual covenants hereinafter set forth, and for other good and valuable consideration, the parties hereby agree as follows:

1. **PURPOSE OF AGREEMENT.** The purpose of this Agreement is to allow Administrator to purchase a fare for each trip on authorized UTA transit services for its Authorized Users (as defined in this Agreement) in accordance with the attached and incorporated Exhibit "A". Administrator is responsible for issuing Passes to its Authorized Users (as defined in this Agreement) in accordance with the terms and conditions contained in this Agreement.

2. **TERM**. The Term of this Agreement shall begin January 1, 2023 and terminate December 31, 2024, (the "**Term**").

3. **AUTHORIZED USERS**. Administrator's authorized users include all persons employed by Administrator and each volunteer as designated by Administrator issued a Pass for purposes of this Agreement whose name appears on the Pass ("**Authorized Users**"). Administrator's Authorized Users who have been issued a Pass in accordance with Section 4 of this Agreement are cardholders ("**Cardholders**")

4. **FORM OF PASS.** The Pass selected by Administrator shall be reflected on Exhibit "A."

    a. Electronic Fare Card Media. Each Pass is in the form of a unique electronic micro-chip embedded in an electronic fare card media, which may be printed by UTA or Administrator.

    b. UTA-Printed Passes. UTA Printed Passes shall be activated electronic fare cards provided to Administrator. Each electronic fare card is individually numbered with a unique chip number. Upon entry of either the electronic fare card's UID or card face number using UTA's web-based interface or other log maintained by Administrator and transfer of the electronic fare card to the Authorized User, the electronic fare card shall become a Pass for purposes of this Agreement. Administrator agrees to:1) implement and comply with UTA's Cardholder Rules found at https://www.rideuta.com/-/media/Files/Fares-and-Passes/Electronic-Fare/EFCCardholderRules_2013.ashx?la=enand 2) train staff with Pass issuance or administration responsibilities on UTA's Cardholder Rules.

    c. Administrator-Printed Passes. Administrator-Printed Passes shall be in the form of an electronically enabled employee identification card compatible with the UTA system. Prior authorization from UTA must be received prior to electing to use Administrator-printed Passes for purposes of this Agreement. Upon issuance of an electronically enabled employee identification card using UTA's web-based interface or other log maintained by Administrator and transfer of the electronic fare card to the Authorized User, the electronic fare card shall become a Pass for purposes of this Agreement. Administrator agrees to: 1) implement and comply with UTA's Cardholder Rules; and 2) train staff with Pass issuance or administration responsibilities on UTA's Cardholder Rules. UTA shall issue an electronic "Receipt of Issue." Upon Administrator's receipt of "Receipt of Issue," the electronically enabled employee identification shall be a Pass, for purposes of this Agreement.

5. **PASS RECOGNIZED AS TRANSIT FARE.**

    a. So long as this Agreement has not been terminated in accordance with Paragraph 22, a Pass issued to a Cardholder under this Agreement, when used by such Cardholder in accordance with UTA's Cardholder Rules shall be recognized as full fare for the Authorized UTA Services listed on Exhibit "A."

    b. All Cardholders are required to Tap-On and Tap-Off. Failure to do so may result in a citation or fine pursuant to UTA's ordinances.

    c. Cardholders must provide valid photo identification upon request by UTA authorized personnel.

d. A trip report will be generated every time a Pass issued to a Cardholder is presented to board a UTA vehicle in service (a "**Trip**"). The manner in which UTA determines a Trip is further outlined in UTA Electronic Fare Frequently Asked Questions, which are located at http://www.rideuta.com/mc/?page=RidingUTA-PayingYourFare-ElectronicFare.

e. UTA services are public transit services. UTA reserves the right to modify its public routes from time to time in accordance with its operational objectives and policies.

f. Each Pass is valid from the date of issuance or activation by the Administrator through December 31, 2024. Each Pass may be re-activated by the Administrator in accordance with the UTA's Cardholder Rules pursuant to the terms of this Agreement.

6. **PAYMENTS BY ADMINISTRATOR TO UTA**. Administrator shall pay to UTA on a monthly basis, the following items: The applicable, effective Base One-Way Fare for each Trip based on the Service Type on an Authorized UTA Service, which varies by mode of UTA service as identified in Exhibit "B" for each Trip during the preceding month, which shall be discounted by 17.5% based on the administrator's commitment to transit.

7. **CALCULATION OF FARES**. The payment of Fares shall be calculated as follows:

   a. The number of Trips for each month is determined by UTA's Electronic Fare Collection system pursuant to the UTA Electronic Fare Collection Frequently Asked Questions. The applicable Base One-Way Fare will be applied to each Trip (See Exhibit "B" for the current Base One-Way Fare schedule).

   b. If a Fuel Surcharge Fee was in effect at the time of the Trip, the Fuel Surcharge Fee shall be added to the Base One-Way Fare. Notwithstanding the foregoing, the payment of any applicable Fuel Surcharge Fee by Administrator shall not be a condition to the use of UTA's transit services by Cardholders.

   c. UTA reserves the right to charge a Fare based on a two-month trailing average of Trips, in the event that UTA's Electronic Fare Collection system is not functioning properly as determined by UTA in UTA's sole discretion.

   d. The Base One-Way Fare Schedule rates are the rates posted on UTA's website www.rideuta.com and are the same as the rates charged to UTA full fare paying customers. UTA reserves the right to adjust its Base One-Way Fare Schedule rates during the term of this Agreement, according to its operational needs as determined by UTA in its sole discretion. The Base One-Way Fare rate will be charged at the rate in effect at the time of the Trip.

8. **APPLICATION OF FUEL SURCHARGE.** The Fuel Surcharge Matrix in Exhibit "B" assigns a Fuel Surcharge Fee value based upon the measurement of the average U.S. Department of Energy: On-Highway Diesel Prices by Week (Rocky Mountain PADD) during the calendar quarter, to be effective thirty (30) days after the close of quarter. By way of example, the average U.S. Department of Energy: On-Highway Diesel Prices measured in 2Q of the contract quarter will determine the Fuel Surcharge effective, if at all, on or about July 1 of the contract year. A Fuel Surcharge Fee shall accrue to each Trip taken during the period of time that UTA imposes a Fuel Surcharge for all fare paying customers, according to the rates identified in the Fuel Surcharge Matrix in Exhibit "B." UTA shall use good faith efforts to give Administrator fifteen (15) day notice prior to the implementation of or change to any Fuel Surcharge Fee. The Fuel Surcharge Fee shall be added to the Base One-Way Fare for each Trip.

9. **INVOICES.**

   a. UTA shall invoice Administrator monthly. UTA's invoice shall state: (1) the number of Trips; (2) the total amount in Base One-Way Fares; and (3) the total amount of Fuel Surcharge Fees owed UTA; and (4) the amount of applicable discount.

   b. Payments shall be made by Administrator to UTA within thirty (30) days of receipt of invoice.

   c. UTA shall charge and Administrator shall pay a one percent (1%) late fee on undisputed balances due under this Agreement which remain unpaid within thirty (30) days from the due date indicated on the invoice . If Customer wishes to dispute a balance due it must provide notice prior to the invoice due date or it waives its objection.

   d. UTA shall charge and Administrator shall pay a five percent (5%) processing fee in the event Administrator elects to remit payment using a credit/debit card.

10. **DISPUTED INVOICES.** Every invoice delivered to Administrator shall be conclusive and binding upon Administrator unless within ten (10) days after the receipt of such Invoice, Administrator notifies UTA that it disputes the correctness thereof, specifying the particular respects in which the Invoice is claimed to be incorrect. If such dispute is not settled by agreement, the parties shall submit the dispute to mediation within ninety (90) days after Administrator's receipt of such statement. Pending the determination of such dispute by agreement or mediation, Administrator will not be obligated to pay the disputed, unpaid Invoice.

11. **PRE-AUTHORIZATION**. As part of this Agreement, Administrator shall complete and return to UTA, a Pass Program Configuration Form, upon which Administrator identifies various features of this Pass Purchase and Administration Agreement it desires to offer Authorized Users. Said Pass Program Configuration Form is attached hereto as Exhibit "A" and is incorporated herein by reference. Administrator hereby

ratifies the elections contained in the Pass Program Configuration Form and agrees to be bound thereby. All capitalized terms used in the Pass Program Configuration Form shall have the same meaning when referenced in this Agreement.

12. **HANDLING OF ELECTRONIC FARE CARDS/PASSES.** Administrator shall not furnish, provide, assign, sell or resell, or otherwise transfer an electronic fare card or Pass to any person who is not an Authorized User. Administrator agrees to retrieve and arrange for immediate deactivation of an electronic fare card or Pass of any Authorized User who resigns, retires, or is terminated and is therefore no longer a qualifying Authorized User under this Agreement. Issuance records for each issued Pass will be maintained in a log for such purpose. Administrator must maintain a log for all Passes issued. At all times during the Term of this Agreement, Administrator must be able, upon request of UTA, to account for all Passes distributed to Administrator under this Agreement. The obligation under the preceding sentence shall include: (a) Administrator maintaining the unique identification number of each issued Pass and the corresponding person issued such Pass; (b) printing the Cardholder's name on the Pass in permanent ink prior to issuance to the Cardholder; (c) Administrator being able to produce for inspection, upon UTA's written request during regular business hours, any electronic fare cards delivered to Administrator which have not been issued to a Cardholder; and (d) Administrator being able to identify, by number, any Passes identified as lost or stolen for which replacement Passes have been issued. Within twenty-four (24) hours, Administrator shall deactivate the Pass of any terminated Employee.

13. **CONFISCATION OF PASSES/UNAUTHORIZED USE OF PASSES.** UTA has the right to confiscate a Pass or electronic fare card at any time (without notice to the Administrator) from any person who UTA reasonably believes is not an Authorized User. UTA has the right to confiscate any UTA-Printed Pass or electronic fare card that UTA reasonably believes has been duplicated or altered. UTA reserves the right to pursue claims or demands against, or seek prosecution of any person who duplicates, alters or uses a Pass in any unauthorized way. UTA shall not pursue any claims or suits against the Administrator for any unauthorized use of a Pass, unless: (a) the unauthorized use results from counterfeiting a Pass and the Administrator had actual knowledge of such action and Administrator failed to report such action to UTA within twenty-four (24) hours after (i) the earlier of the date that Administrator first knew of such action or (ii) the next business day if a holiday or weekend follows the date that Administrator first learned of such action; (b) the Administrator falsely certified to UTA, the name of a person that is not a Cardholder; or (c) the unauthorized use resulted from Administrator's acts or omissions or misconduct. UTA shall have the right to confiscate a UTA-Printed Pass or electronic fare card if UTA believes that the information provided has been falsified by the Administrator or its authorized representatives, or a Pass has been given by the Administrator or its authorized representatives to a person who is not an Authorized User.

14. **RETURN OF PASSES**. Administrator shall be permitted to return, and UTA may demand the return of, valid Passes to UTA in the event this Agreement is terminated prior to the expiration of the Term. Administrator shall be responsible to pay all

undisputed invoices incurred prior to date of termination. If Customer wishes to dispute a balance due it must provide notice prior to the invoice due date or it waives its objection.

15. **ISSUANCE OF PASSES.** Administrator shall be solely responsible for issuing a Pass to an Authorized User.

16. **NON-TRANSFERABLE**. Each Pass is not transferable (printed on the pass) to any other Cardholder or Authorized User, a member of the Cardholder's household or any other person. However, Administrator may issue a replacement Pass for a Pass that is lost, stolen or replaced because of a terminated Cardholder. Administrator will deactivate a lost, stolen or replaced Pass using the UTA partners website, www.tap2ride.com/uta-partners

17. **DELIVERY OF UTA-PRINTED PASSES**. The activated UTA-Printed electronic fare cards shall be printed by UTA and furnished to Administrator's representative at its primary address listed below on an annual basis, or as often as needed, for issuance to Authorized Users.

18. **GUARANTEED RIDE HOME.** In order to accommodate the Emergency needs of Administrator's Authorized Users, UTA agrees that during the Term of this Agreement it will provide a guaranteed ride home for Administrator's Authorized Users who cannot take their customary scheduled transit trip or another reasonably scheduled transit trip from work to home because of an Emergency. UTA agrees that, in the event of Emergency, UTA, at its expense, will provide alternative transportation to Administrator's Authorized Users from Administrator's business locations to the Authorized User's home or other location within the boundaries of the public transit district where the Immediate Family Member requiring the Emergency help is located. UTA agrees that the guaranteed ride home will be undertaken, at UTA's option, in one of the following two alternative ways: (1) a ride in a UTA vehicle driven by a UTA employee; or (2) a ride in a taxi cab. If UTA selects the option of using a UTA vehicle driven by a UTA employee, the Administrator understands that UTA is a governmental entity covered by the Utah Governmental Immunity Act and provides self-insurance only to the amount of approximately $500,000 per individual and approximately $1,000,000 per occurrence. If UTA selects the option of a taxi cab, the taxi shall be required to provide public liability insurance in an amount required by State law. An Administrator's Authorized User shall be entitled to up to six (6) guaranteed rides home in any calendar year.

    a. For purposes of this Agreement, the term "Emergency" means: (a) an unplanned change in the Authorized User's work schedule which causes the Authorized User to miss the Authorized User's usual or customary scheduled transit trip from work to home and another transit trip is not scheduled within a thirty minute time period; or (b) the illness or injury of the Authorized User or the Authorized User's Immediate Family Member which requires the Authorized User to immediately leave work to attend to the needs of the Authorized User or an Immediate Family Member and where another regularly scheduled transit

trips will not permit the Authorized User to meet such needs.

b. For purposes of this Agreement the term "Immediate Family Member" means a spouse, child, step-child of the Authorized User, or other person who resides in the same residence as the Authorized User and is the dependent of the Authorized User.

19. **SECURITY TERMS.** Administrator agrees to be responsible and accountable for all electronic fare cards delivered to Administrator by UTA and to treat unissued electronic fare cards with the same care and safeguards as cash. Administrator agrees to indemnify and save harmless the UTA from the loss of any electronic fare cards whether occasioned by loss, theft, forgery by Administrator's Authorized Users, or other causes, provided however, that if any unissued electronic fare cards shall be stolen while in the possession of Administrator, Administrator shall not be liable therefore, if Administrator reports electronic fare cards stolen and files with police an official police report declaring said electronic fare cards to have been the subject of theft other than from Administrator's Authorized Users, agents or representatives and the cause of the theft is not the result of Administrator's acts or omissions. Only one card may be active at any time for any Authorized User as confirmed by information provided by the UTA web-based database.

20. **RECONCILIATION.** Administrator shall cooperate with and permit UTA to examine the unissued Passes distributed to Administrator and reconcile all records and accounts pertaining to this Agreement on a monthly basis.

21. **TERMINATION OF AGREEMENT.** UTA may terminate this Agreement at any time by giving 60 days' written notice of termination. Administrator may terminate this Agreement at any time upon written notice and making an accounting and reconciliation as described in Paragraph 19 , if requested by UTA.

22. **THIRD PARTY INTERESTS**. No person not a party to this Agreement shall have any rights or entitlements of any nature under it.

NON-DISCRIMINATION. Administrator agrees that it shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, on the basis of race, color, national origin, religion, sex, age, or disability in accordance with the requirements of 49 U.S.C. 5332 as applicable to a religious organization.

23. **ENTIRE AGREEMENT**. This Agreement contains the entire agreement between the parties hereto for the Term stated and cannot be modified except by written agreement signed by both parties. Neither party shall be bound by any oral agreement or special arrangements contrary to or in addition to the terms and conditions as stated herein.

24. **WAIVER**. The waiver by either party of any of the covenants as contained in this Agreement shall not be deemed a waiver of such party's rights to enforce the same or any other covenant herein, and the rights and remedies of the parties hereunder shall be in addition to, and not in lieu of, any right or remedy as provided by law.

25. **AUTHORITY**. The individuals who execute this Agreement represent and warrant they are duly authorized to execute this Agreement on behalf of UTA and Administrator, as the case may be, that the Parties named are the necessary and proper parties and that no other signature, act or authorization is necessary to bind such entity to the provisions to this Agreement.

26. **COUNTERPARTS.** This Agreement may be executed in one or more counterparts, each of which, when so executed, will be deemed to be an original. Such counterparts will together constitute and be one and the same instrument. This Agreement may be delivered by electronic transmission.

27. **GOVERNING LAW**. This Agreement and all transactions contemplated hereunder and/or evidenced hereby shall be governed by and construed under and enforced in accordance with the laws of the State of Utah without giving effect to any choice of law or conflict of law rules or provisions.

28. Neither party may use the other party's name, likeness, trademark, service mark, logo, or other identifying information, except as provided herein. UTA will not include Administrator, affiliates, or The Church of Jesus Christ of Latter-day Saints in public customer lists, or otherwise imply their endorsement or relationship, in any form whether orally, online or in print, except with prior written authorization from Administrator for a specific referral instance, which authorization may be withheld or revoked at any time at Administrator's sole discretion

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29. **NOTICES.** Except as otherwise indicated, notices to be given hereunder shall be sufficient if given in writing in person or by personal delivery, U.S. mail, or electronic mail. All notices shall be addressed to the respective party at its address shown on Exhibit A or at such other address or addresses as each may hereafter designate in writing. Notices shall be deemed effective and complete at the time of receipt, provided that the refusal to accept delivery shall be construed as receipt for purposes of this Agreement.

If to: UTA
Kensey Kunkel
Mgr. Business Development and Sales
669 West 200 South
Salt Lake City, UT 84101 Tel: (801) 741-8806
E-mail: kkunkel@rideuta.com

If to Administrator:
Name: _____

Company: _____

Address: _____

_____

Phone: _____

Email:_____

Either party may change the address at which such party desires to receive written notice by giving written notice of such change to the other party. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed, provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice.

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement with an effective date of January 1, 2023 and a signature date as the last date written below.

THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, a Utah corporation sole

By: _____Date:_____

Name:_____

Title:_____

UTAH TRANSIT AUTHORITY

By: _____Date:_____
Name:
Title

By: _____Date:_____
Name:
Title:

Approved as to Form:

By: Michael L Bell Digitally signed by Michael L Bell Date: 2022.12.02 10:43:43 -07'00' Date:_____
Michael Bell
Assistant Attorney General
Counsel for UTA

Exhibit A:

A1a. Authorized UTA Services

□: Basic: Regular Bus, Max bus rapid transit, TRAX Light Rail, UTA On-demand, and Streetcar Light Rail (individuals can upgrade to FrontRunner and Express Bus separately)

□: Premium: Basic services plus FrontRunner and Express Bus

□: Park City SLC Connect

□: Ski Service

Unauthorized UTA Services include special service routes including but not limited to ADA Paratransit service.

A2a. Form of Passes

□ UTA-Printed Passes

□ Administrator-Printed Passes

A3. Administrator Personnel

UTA will be contacting the following Authorized User(s) to set up logins for UTA web interface purposes. List of Authorized Users who need access for card replacements and card lookups:

First & Last Name Title Email Address

A4. Form of Payment

□ Checks.

Checks should be made payable to UTA and mailed to the following address: Utah Transit Authority, Accounts Receivable, 669 West 200 South, Salt Lake City, Utah 84101.

□ ACH information available upon request

□ Wire information available upon request

Exhibit B:

Base One-Way Fare Schedule and Authorized UTA Services
Effective date: December 1, 2020 to replace all prior notices

Service Type	Regular Bus	TRAX Light Rail	Streetcar Light Rail	FrontRunner Commuter Rail	Express Bus	Park City SLC Connect	Ski Service
Base One-Way Fare (Applicable to	$2.50	$2.50	$2.50	$2.50 – $9.70	$5.00	$5.00	$5.00

Frontrunner Base Fare (includes 1 station)	Each Additional Station	Maximum Fare from Provo to Ogden
$2.50	$.60	$9.70

Fares on the Base Fare Schedule change periodically and these fares may change during the term of this Agreement. Fuel Surcharge Fees may apply. UTA's Current Fare Schedule includes any applicable Fuel Surcharge Fees. See UTA's website www.rideuta.com for additional information.

Fuel Surcharge Matrix

Quarterly Department of Energy (DOE) Diesel per Gallon	Surcharge Level	Fuel Surcharge Fee for Regular Bus, TRAX, Streetcar and FrontRunner (Applicable to each trip)	Fuel Surcharge Fee for Express Bus, Ski and Park City SLC Connect (Applicable to each trip)
$0.00 - $3.99	No surcharge	$0.00	$0.00
$4.00 - $4.99	Level A	$0.25	$0.50
$5.00 - $5.99	Level B	$0.50	$1.00
$6.00 - $6.99	Level C	$0.75	$1.50
$7.00 - $7.99	Level D	$1.00	$2.00
$8.00 - $8.99	Level E	$1.25	$2.50
$9.00 - $9.99	Level F	$1.50	$3.00

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Kensey Kunkel, Manager Business Development and Sales

TITLE:

Fare Agreement: Pass Purchase and Administration (IHC Health Services, Inc.)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize the Executive Director to execute the Pass Purchase and Administration Agreement with IHC Health Services, Inc.

BACKGROUND:
IHC Health Services, Inc. (IHC) and UTA are longstanding partners dedicated to traffic mitigation and air pollution reduction. One way that the IHC and UTA partner together is through an employer transit pass program. IHC provides a transit pass to all full time and part time employees working at their various locations along the UTA Service Corridor. IHC pays for each trip taken by an authorized user on the UTA system and receives a 17.5 percent discount. The current agreement will expire at the end of this year and both parties desire to renew the agreement.

DISCUSSION:
In the spirit of partnership, IHC and UTA will enter a two-year Pass Purchase and Administration agreement. IHC will continue to pay for each trip taken by an authorized user on the UTA system and receives a 17.5 percent discount. This discount is in line with other similarly sized organizations participating in a pay-per-use program.

CONTRACT SUMMARY:

Contractor Name:	IHC Health Services, Inc.
Contract Number:	22-F0314
Base Contract Effective Dates:	January 1- December 31, 2024
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Amount Contract Value:	$ 544,600-648,400
Procurement Method:	N/A
Funding Sources:	N/A

ALTERNATIVES:

Not approve contract and forgo revenue.

FISCAL IMPACT:

Total value of the contract is estimated to be between $544,600-648,400.

- For contract year 1 (2023): Ridership and revenue received is estimated to increase by 5-25 percent as compared to revenue received for 2022 ($272,300 - $324,200)
- For contract year 2 (2024): Ridership and revenue will remain at 2023 estimated levels ($272,300 - $324,200)

Revenue may increase or decrease depending upon the use of the transit program by authorized users.

ATTACHMENTS:

1. Contract

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UTA Contract #22-F0314_____

PASS PURACHASE AND ADMINISTRATION

This Pass Purchase and Administration Agreement (the "Agreement") is between the UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah, ("UTA"), and IHC Health Services, Inc. ("Administrator"), hereafter known as Parties.

RECITALS

WHEREAS UTA is a public transit district providing public transit services within the State of Utah;

WHEREAS Administrator is an employer that hires Employees who work at one or more common locations or area designations within the public transit district;

WHEREAS both Administrator and UTA recognize the benefits of public transit for individuals, businesses and the community for reducing congestion, improving the quality of air and the environment and limiting the amount of real property set aside or dedicated to motor vehicle uses and parking in urban locations;

WHEREAS Administrator desires to purchase a fare for each trip taken by its Authorized Users pursuant to the terms and conditions set forth in this Agreement;

AGREEMENT

NOW THEREFORE, in consideration of the mutual covenants hereinafter set forth, and for other good and valuable consideration, the Parties hereby agree as follows:

1. **PURPOSE OF AGREEMENT.** The purpose of this Agreement is to allow Administrator to purchase a fare for each trip on authorized UTA transit services for its Authorized Users (as defined in this Agreement) in accordance with the attached and incorporated Exhibit "A". Administrator is responsible for issuing Passes to its Authorized Users (as defined in this Agreement) in accordance with the terms and conditions contained in this Agreement.

2. **TERM**. The Term of this Agreement shall begin January 1, 2023 and terminate December 31, 2024, (the "Term").

3. **AUTHORIZED USERS**. Administrator's authorized users include all persons employed by Administrator ("Authorized Users"). Administrator's Authorized Users who have been issued a Pass in accordance with Section 4 of this Agreement are cardholders ("Cardholders").

4. **FORM OF PASS.** The Pass selected by Administrator shall be reflected on Exhibit "A."

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a. **Electronic Fare Card Media**. Each "Pass" is in the form of a unique electronic micro-chip embedded in an electronic fare card media, which may be printed by UTA or Administrator.

   i. **UTA-Printed Passes**. "UTA Printed Passes" shall be activated electronic fare cards provided to Administrator. Each electronic fare card is individually numbered with a unique chip number. Upon entry of either the electronic fare card's UID or card face number using UTA's web-based interface or other log maintained by Administrator and transfer of the electronic fare card to the Authorized User, the electronic fare card shall become a Pass for purposes of this Agreement. Administrator agrees to: 1) implement and comply with UTA's Cardholder Rules; and 2) train staff with Pass issuance or administration responsibilities on UTA's Cardholder Rules.

   ii. **Administrator-Printed Passes**. "Administrator-Printed Passes" shall be in the form of an electronically enabled employee identification card complying with UTA Card Data Format Specification Rules. Prior authorization from UTA must be received prior to electing to use Administrator-printed Passes for purposes of this Agreement. Upon issuance of an electronically enabled employee identification card using UTA's web-based interface or other log maintained by Administrator and transfer of the electronic fare card to the Authorized User, the electronic fare card shall become a Pass for purposes of this Agreement. Administrator agrees to: 1) implement and comply with UTA's Cardholder Rules; and 2) train staff with Pass issuance or administration responsibilities on UTA's Cardholder Rules. UTA shall issue an electronic "Receipt of Issue." Upon Administrator's receipt of "Receipt of Issue," the electronically enabled employee identification shall be a Pass, for purposes of this Agreement.

5. PASS RECOGNIZED AS TRANSIT FARE.

a. So long as this Agreement has not been terminated in accordance with Paragraph 21, a Pass issued to a Cardholder under this Agreement, when used by such Cardholder in accordance with UTA's Cardholder Rules shall be recognized as full fare for the Authorized UTA Services listed on Exhibit "A."

b. All Cardholders are required to Tap-On and Tap-Off on the UTA Card Reader when boarding and leaving the vehicle. Failure to do so may result in a citation or fine pursuant to UTA's ordinances.

c. Cardholders must provide valid photo identification upon request by UTA authorized personnel.

d. A trip report will be generated every time a Pass issued to a Cardholder is presented to board a UTA vehicle in service (a "Trip"). The manner in which UTA determines

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a Trip is further outlined in UTA Electronic Fare Frequently Asked Questions, which are located at http://www.rideuta.com/mc/?page=RidingUTA-PayingYourFare-ElectronicFare.

e. UTA services are public transit services. UTA reserves the right to modify its public routes from time to time in accordance with its operational objectives and policies.

f. Each Pass is valid from the date of issuance or activation by the Administrator through December 31, 2024. Each Pass may be re-activated by the Administrator in accordance with the UTA's Cardholder Rules pursuant to the terms of this Agreement.

6. **PAYMENTS BY ADMINISTRATOR TO UTA**. Administrator shall pay to UTA on a monthly basis, the following items: The applicable, effective Base One-Way Fare for each Trip based on the Service Type on an Authorized UTA Service, which varies by mode of UTA service as identified in Exhibit "B" for each Trip during the preceding month, which shall be discounted by 17.5% based on the Administrator's commitment to transit.

7. **CALCULATION OF FARES**. The payment of Fares shall be calculated as follows:

   a. The number of Trips for each month is determined by UTA's Electronic Fare Collection system pursuant to the UTA Electronic Fare Collection Frequently Asked Questions. The applicable Base One-Way Fare will be applied to each Trip (See Exhibit "B" for the current Base One-Way Fare schedule).

   b. If a Fuel Surcharge Fee was in effect at the time of the Trip, the Fuel Surcharge Fee shall be added to the Base One-Way Fare. Notwithstanding the foregoing, the payment of any applicable Fuel Surcharge Fee by Administrator shall not be a condition to the use of UTA's transit services by Cardholders.

   c. UTA reserves the right to charge a Fare based on a two-month trailing average of Trips, in the event that UTA's Electronic Fare Collection system is not functioning properly as determined by UTA in UTA's sole discretion.

   d. The Base One-Way Fare Schedule rates are the rates posted on UTA's website www.rideuta.com and are the same as the rates charged to UTA full fare paying customers. UTA reserves the right to adjust its Base One-Way Fare Schedule rates during the term of this Agreement, according to its operational needs as determined by UTA in its sole discretion. The Base One-Way Fare rate will be charged at the rate in effect at the time of the Trip.

8. **APPLICATION OF FUEL SURCHARGE.** The Fuel Surcharge Matrix in Exhibit "B" assigns a Fuel Surcharge Fee value based upon the measurement of the average U.S. Department of Energy: On-Highway Diesel Prices by Week (Rocky Mountain PADD) during the calendar quarter, to be effective thirty (30) days after the close of quarter. By way of example, the average U.S. Department of Energy: On-Highway Diesel Prices

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measured in 2Q calendar quarter (April 1 – June 30 of the contract year) will determine the Fuel Surcharge effective, if at all, on or about July 1 of the contract year. A Fuel Surcharge Fee shall accrue to each Trip taken during the period of time that UTA imposes a Fuel Surcharge for all fare paying customers, according to the rates identified in the Fuel Surcharge Matrix in Exhibit "B." UTA shall use good faith efforts to give Administrator fifteen (15) day notice prior to the implementation of or change to any Fuel Surcharge Fee. The Fuel Surcharge Fee shall be added to the Base One-Way Fare for each Trip.

9. **INVOICES.**

   a. UTA shall invoice Administrator monthly. UTA's invoice shall state: (1) the number of Trips; (2) the total amount in Base One-Way Fares; and (3) the total amount of Fuel Surcharge Fees owed UTA; and (4) the amount of applicable discount.

   b. Payments shall be made by Administrator to UTA within thirty (30) days of receipt of invoice.

   c. UTA shall charge and Administrator shall pay a one percent (1%) late fee on balances due under this Agreement which remain unpaid within thirty (30) days from the due date indicated on the invoice.

   d. UTA shall charge and Administrator shall pay a five percent (5%) processing fee in the event Administrator elects to remit payment using a credit/debit card.

10. **DISPUTED INVOICES.** Every invoice delivered to Administrator shall be conclusive and binding upon Administrator unless within ten (10) days after the receipt of such Invoice, Administrator notifies UTA that it disputes the correctness thereof, specifying the particular respects in which the Invoice is claimed to be incorrect. If such dispute is not settled by agreement, the Parties shall submit the dispute to mediation within sixty (60) days after Administrator's receipt of such statement. Pending the determination of such dispute by agreement or mediation, Administrator will not be obligated to pay the disputed, unpaid Invoice.

11. **PRE-AUTHORIZATION**. As part of this Agreement, Administrator shall complete and return to UTA, a Pass Program Configuration Form, upon which Administrator identifies various features of this Pass Purchase and Administration Agreement it desires to offer Authorized Users. Said Pass Program Configuration Form is attached hereto as Exhibit "A" and is incorporated herein by reference. Administrator hereby ratifies the elections contained in the Pass Program Configuration Form and agrees to be bound thereby. All capitalized terms used in the Pass Program Configuration Form shall have the same meaning when referenced in this Agreement.

12. **HANDLING OF ELECTRONIC FARE CARDS/PASSES.** Administrator shall not furnish, provide, assign, sell or resell, or otherwise transfer an electronic fare card or Pass to any person who is not an Authorized User. Issuance records for each issued Pass will be maintained in a log for such purpose. Administrator must maintain a log for all Passes

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issued. At all times during the Term of this Agreement, Administrator must be able, upon request of UTA, to account for all Passes distributed to Administrator under this Agreement. The obligation under the preceding sentence shall include: (a) Administrator maintaining the unique identification number of each issued Pass and the corresponding person issued such Pass; (b) printing the Cardholder's name on the Pass in permanent ink prior to issuance to the Cardholder; (c) Administrator being able to produce for inspection, upon UTA's written request during regular business hours, any electronic fare cards delivered to Administrator which have not been issued to a Cardholder; and (d) Administrator being able to identify, by number, any Passes identified as lost or stolen for which replacement Passes have been issued. Within twenty-four (24) hours, Administrator shall deactivate the Pass of any terminated Employee. UTA maintains the right, upon notice, to inspect during regular business hours, all such records maintained by Administrator at all times during the Term of this Agreement and for a period of one (1) year after the expiration or termination of this Agreement. UTA shall keep the information discovered under this paragraph confidential and will use the information solely to audit the storage, use and issuance of Passes and electronic fare cards and not for any other purpose.

13. **CONFISCATION OF PASSES/UNAUTHORIZED USE OF PASSES.** UTA has the right to confiscate a Pass or electronic fare card at any time (without notice to the Administrator) from any person who UTA reasonably believes is not an Authorized User. UTA has the right to confiscate any UTA-Printed Pass or electronic fare card that UTA reasonably believes has been duplicated or altered. UTA reserves the right to pursue claims or demands against, or seek prosecution of any person who duplicates, alters or uses a Pass in any unauthorized way. UTA shall not pursue any claims or suits against the Administrator for any unauthorized use of a Pass, unless: (a) the unauthorized use results from counterfeiting a Pass and the Administrator had actual knowledge of such action and Administrator failed to report such action to UTA within twenty-four (24) hours after (i) the earlier of the date that Administrator first knew of such action or (ii) the next business day if a holiday or weekend follows the date that Administrator first learned of such action; (b) the Administrator falsely certified to UTA, the name of a person that is not a Cardholder; or (c) the unauthorized use resulted from Administrator's acts or omissions or misconduct. UTA shall have the right to confiscate a UTA-Printed Pass or electronic fare card if UTA believes that the information provided has been falsified by the Administrator or its authorized representatives, or a Pass has been given by the Administrator or its authorized representatives to a person who is not an Authorized User.

14. **RETURN OF PASSES**. Administrator shall be permitted to return, and UTA may demand the return of, valid Passes to UTA in the event this Agreement is terminated prior to the expiration of the Term. Administrator shall be responsible to pay all invoices incurred prior to date of termination.

15. **ISSUANCE OF PASSES.** Administrator shall be solely responsible for issuing a Pass to an Authorized User.

16. **NON-TRANSFERABLE**. Each Pass is not transferable (printed on the pass) to any other Cardholder or Authorized User, a member of the Cardholder's household or any other person.

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17. **DELIVERY OF UTA-PRINTED PASSES**. The activated UTA-Printed electronic fare cards shall be printed by UTA and furnished to Administrator's representative at its primary address listed below on an annual basis, or as often as needed, for issuance to Authorized Users.

18. **GUARANTEED RIDE HOME.** In order to accommodate the Emergency needs of Administrator's Authorized Users, UTA agrees that during the Term of this Agreement it will provide a guaranteed ride home for Administrator's Authorized Users who cannot take their customary scheduled transit trip or another reasonably scheduled transit trip from work to home because of an Emergency. UTA agrees that, in the event of Emergency, UTA, at its expense, will provide alternative transportation to Administrator's Authorized Users from Administrator's business locations to the Authorized User's home or other location within the boundaries of the public transit district where the Immediate Family Member requiring the Emergency help is located. UTA agrees that the guaranteed ride home will be undertaken, at UTA's option, in one of the following two alternative ways: (1) a ride in a UTA vehicle driven by a UTA employee; or (2) a ride in a taxi cab. If UTA selects the option of using a UTA vehicle driven by a UTA employee, the Administrator understands that UTA is a governmental entity covered by the Utah Governmental Immunity Act and provides self-insurance only to the amount of approximately $500,000 per individual and approximately $1,000,000 per occurrence. If UTA selects the option of a taxi cab, the taxi shall be required to provide public liability insurance in an amount required by State law. An Administrator's Authorized User shall be entitled to up to six (6) guaranteed rides home in any calendar year.

    a. For purposes of this Agreement, the term "Emergency" means: (a) an unplanned change in the Authorized User's work schedule which causes the Authorized User to miss the Authorized User's usual or customary scheduled transit trip from work to home and another transit trip is not scheduled within a thirty minute time period; or (b) the illness or injury of the Authorized User or the Authorized User's Immediate Family Member which requires the Authorized User to immediately leave work to attend to the needs of the Authorized User or an Immediate Family Member and where another regularly scheduled transit trips will not permit the Authorized User to meet such needs.

    b. For purposes of this Agreement the term "Immediate Family Member" means a spouse, child, step-child of the Authorized User, or other person who resides in the same residence as the Authorized User and is the dependent of the Authorized User.

19. **SECURITY TERMS.** Administrator agrees to be responsible and accountable for all electronic fare cards delivered to Administrator by UTA and to treat unissued electronic fare cards with the same care and safeguards as cash. Administrator agrees to indemnify and hold harmless the UTA from the loss of any electronic fare cards whether occasioned by loss, theft, forgery by Administrator's Authorized Users, or other causes, provided however, that if any unissued electronic fare cards shall be stolen while in the possession of Administrator, Administrator shall not be liable therefore, if Administrator reports electronic fare cards stolen and files with police an official police report declaring said

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electronic fare cards to have been the subject of theft other than from Administrator's Authorized Users, agents or representatives and the cause of the theft is not the result of Administrator's acts or omissions. Only one card may be active at any time for any Authorized User as confirmed by information provided by the UTA web-based database.

20. **RECONCILIATION.** Administrator shall cooperate with and permit UTA to examine the unissued Passes distributed to Administrator and reconcile all records and accounts pertaining to this Agreement on a monthly basis.

21. **TERMINATION OF AGREEMENT.** UTA may terminate this Agreement at any time by giving 60 days' written notice of termination. Administrator may terminate this Agreement at any time upon written notice and account reconciliation as described in Paragraph 20 , if requested by UTA.

22. **THIRD PARTY INTERESTS**. No person not a party to this Agreement shall have any rights or entitlements of any nature under it.

23. **NON-DISCRIMINATION.** Administrator agrees that it shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, on the basis of race, color, national origin, religion, sex, age, or disability in accordance with the requirements of 49 U.S.C. 5332.

24. **ENTIRE AGREEMENT**. This Agreement contains the entire agreement between the Parties hereto for the Term stated and cannot be modified except by written agreement signed by both Parties. Neither Party shall be bound by any oral agreement or special arrangements contrary to or in addition to the terms and conditions as stated herein.

25. **WAIVER**. The waiver by either Party of any of the covenants as contained in this Agreement shall not be deemed a waiver of such Party's rights to enforce the same or any other covenant herein, and the rights and remedies of the Parties hereunder shall be in addition to, and not in lieu of, any right or remedy as provided by law.

26. **AUTHORITY**. The individuals who execute this Agreement represent and warrant they are duly authorized to execute this Agreement on behalf of UTA and Administrator, as the case may be, that the Parties named are the necessary and proper Parties and that no other signature, act or authorization is necessary to bind such entity to the provisions to this Agreement.

27. **COUNTERPARTS.** This Agreement may be executed in one or more counterparts, each of which, when so executed, will be deemed to be an original. Such counterparts will together constitute and be one and the same instrument. This Agreement may be delivered by electronic transmission.

28. **GOVERNING LAW**. This Agreement and all transactions contemplated hereunder and/or evidenced hereby shall be governed by and construed under and enforced in accordance with the laws of the State of Utah without giving effect to any choice of law or conflict of law rules or provisions.

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29. **NOTICES.** Except as otherwise indicated, notices to be given hereunder shall be sufficient if given in writing in person or by personal delivery, U.S. mail, or electronic mail. All notices shall be addressed to the respective Party at its address shown on Exhibit A or at such other address or addresses as each may hereafter designate in writing. Notices shall be deemed effective and complete at the time of receipt, provided that the refusal to accept delivery shall be construed as receipt for purposes of this Agreement.

If to: UTA
Kensey Kunkel
Mgr. Business Development and Sales
669 West 200 South
Salt Lake City, UT 84101 Tel: (801) 741-8806
E-mail: kkunkel@rideuta.com

If to Administrator:
Name: _____

Company: _____

Address: _____

_____

Phone: _____

Email:_____

Either Party may change the address at which such Party desires to receive written notice by giving written notice of such change to the other Party. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the Party to which the notice is directed, provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice.

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IN WITNESS WHEREOF, the undersigned Parties have executed this Agreement with an effective date of January 1, 2023 and a signature date as the last date written below.

ADMINISTRATOR

By: _____

Name: Date

Title:

UTAH TRANSIT AUTHORITY

By: _____

Name: Date

Title:

By: _____

Name: Date

Title:

Approved As to Form:

DocuSigned by:

Mike Bell

Name: Mike Bell

Title: Utah Assistant Attorney General

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Exhibit A:

A1a. Authorized UTA Services

□: Basic: Regular Bus, Max bus rapid transit, TRAX Light Rail, UTA On-demand, and Streetcar Light Rail (individuals can upgrade to FrontRunner and Express Bus separately)

X: Premium: Basic services plus FrontRunner and Express Bus

□: Park City SLC Connect

□: Ski Service

Unauthorized UTA Services include special service routes including but not limited to ADA Paratransit service.

A2a. Form of Passes

X UTA-Printed Passes

□ Administrator-Printed Passes

A3. Administrator Personnel

UTA will be contacting the following Authorized User(s) to set up logins for UTA web interface purposes. List of Authorized Users who need access for card replacements and card lookups:

First & Last Name Title Email Address

A4. Form of Payment

□ Checks.

Checks should be made payable to UTA and mailed to the following address: Utah Transit Authority, Accounts Receivable, 669 West 200 South, Salt Lake City, Utah 84101.

□ ACH information available upon request

X Wire information available upon request

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Exhibit B:

Base One-Way Fare Schedule and Authorized UTA Services
Effective date: December 1, 2020 to replace all prior notices

Service Type	Regular Bus	TRAX Light Rail	Streetcar Light Rail	FrontRunner Commuter Rail	Express Bus	Park City SLC Connect	Ski Service
Base One-Way Fare (Applicable to each trip)	$2.50	$2.50	$2.50	$2.50 – $9.70	$5.00	$5.00	$5.00

Frontrunner Base Fare (includes 1 station)	Each Additional Station	Maximum Fare from Provo to Ogden
$2.50	$.60	$9.70

Fares on the Base Fare Schedule change periodically and these fares may change during the term of this Agreement. Fuel Surcharge Fees may apply. UTA's Current Fare Schedule includes any applicable Fuel Surcharge Fees. See UTA's website www.rideuta.com for additional information.

Fuel Surcharge Matrix

Quarterly Department of Energy (DOE) Diesel per Gallon	Surcharge Level	Fuel Surcharge Fee for Regular Bus, TRAX, Streetcar and FrontRunner (Applicable to each trip)	Fuel Surcharge Fee for Express Bus, Ski and Park City SLC Connect (Applicable to each trip)
$0.00 - $3.99	No surcharge	$0.00	$0.00
$4.00 - $4.99	Level A	$0.25	$0.50
$5.00 - $5.99	Level B	$0.50	$1.00
$6.00 - $6.99	Level C	$0.75	$1.50
$7.00 - $7.99	Level D	$1.00	$2.00
$8.00 - $8.99	Level E	$1.25	$2.50
$9.00 - $9.99	Level F	$1.50	$3.00

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Kensey Kunkel, Manager Business Development and Sales

TITLE:

Fare Agreement: Pass Purchase and Administration (SelectHealth, Inc.)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize the Executive Director to execute the Pass Purchase and Administration Agreement with SelectHealth, Inc.

BACKGROUND:
SelectHealth, Inc. (SelectHealth) is a subsidiary of Intermountain Healthcare and has been a longstanding UTA partner dedicated to traffic mitigation and air pollution reduction. One way that SelectHealth and UTA partner together is through an employer transit pass program. SelectHealth provides a transit pass to all full time and part time employees working at their various locations along the UTA Service Corridor. SelectHealth pays for each trip taken by an authorized user on the UTA system and receives a 17.5 percent discount. The current agreement will expire at the end of this year and both parties desire to renew the agreement.

DISCUSSION:
In the spirit of partnership, SelectHealth and UTA will enter a two-year Pass Purchase and Administration agreement. SelectHealth will continue to pay for each trip taken by an authorized user on the UTA system and receives a 17.5 percent discount. This discount is in line with other similarly sized organizations participating in a pay-per-use program.

CONTRACT SUMMARY:

Contractor Name:	SelectHealth, Inc.
Contract Number:	22-F0315
Base Contract Effective Dates:	January 1- December 31, 2024
Extended Contract Dates:	NA
Existing Contract Value:	NA
Amendment Amount:	NA
New/Total Amount Contract Value:	$6,600-$8,000
Procurement Method:	NA
Funding Sources:	NA

ALTERNATIVES:

Not approve contract and forgo revenue.

FISCAL IMPACT:

Total value of the contract is estimated to be between $6,600-$8,000.

- For contract year 1: Ridership and revenue received is estimated to increase by 5-25 percent as compared to revenue received for 2022 ($3,300 - $4,000)
- For contract year 2: Ridership and revenue will remain steady in as compared to 2023 ($3,300 - $4,000)

Revenue may increase or decrease depending upon the use of the transit program by authorized users.

ATTACHMENTS:

1. Contract

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UTA Contract #22-F0315_____

PASS PURACHASE AND ADMINISTRATION

This Pass Purchase and Administration Agreement (the "Agreement") is between the UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah, ("UTA"), and SelectHealth, Inc. ("Administrator"), hereafter known as Parties.

RECITALS

WHEREAS UTA is a public transit district providing public transit services within the State of Utah;

WHEREAS Administrator is an employer that hires Employees who work at one or more common locations or area designations within the public transit district;

WHEREAS both Administrator and UTA recognize the benefits of public transit for individuals, businesses and the community for reducing congestion, improving the quality of air and the environment and limiting the amount of real property set aside or dedicated to motor vehicle uses and parking in urban locations;

WHEREAS Administrator desires to purchase a fare for each trip taken by its Authorized Users pursuant to the terms and conditions set forth in this Agreement;

AGREEMENT

NOW THEREFORE, in consideration of the mutual covenants hereinafter set forth, and for other good and valuable consideration, the Parties hereby agree as follows:

1. **PURPOSE OF AGREEMENT.** The purpose of this Agreement is to allow Administrator to purchase a fare for each trip on authorized UTA transit services for its Authorized Users (as defined in this Agreement) in accordance with the attached and incorporated Exhibit "A". Administrator is responsible for issuing Passes to its Authorized Users (as defined in this Agreement) in accordance with the terms and conditions contained in this Agreement.

2. **TERM**. The Term of this Agreement shall begin January 1, 2023 and terminate December 31, 2024, (the "Term").

3. **AUTHORIZED USERS**. Administrator's authorized users include all persons employed by Administrator ("Authorized Users"). Administrator's Authorized Users who have been issued a Pass in accordance with Section 4 of this Agreement are cardholders ("Cardholders").

4. **FORM OF PASS.** The Pass selected by Administrator shall be reflected on Exhibit "A."

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a. **Electronic Fare Card Media**. Each "Pass" is in the form of a unique electronic micro-chip embedded in an electronic fare card media, which may be printed by UTA or Administrator.

   i. **UTA-Printed Passes**. "UTA Printed Passes" shall be activated electronic fare cards provided to Administrator. Each electronic fare card is individually numbered with a unique chip number. Upon entry of either the electronic fare card's UID or card face number using UTA's web-based interface or other log maintained by Administrator and transfer of the electronic fare card to the Authorized User, the electronic fare card shall become a Pass for purposes of this Agreement. Administrator agrees to: 1) implement and comply with UTA's Cardholder Rules; and 2) train staff with Pass issuance or administration responsibilities on UTA's Cardholder Rules.

   ii. **Administrator-Printed Passes**. "Administrator-Printed Passes" shall be in the form of an electronically enabled employee identification card complying with UTA Card Data Format Specification Rules. Prior authorization from UTA must be received prior to electing to use Administrator-printed Passes for purposes of this Agreement. Upon issuance of an electronically enabled employee identification card using UTA's web-based interface or other log maintained by Administrator and transfer of the electronic fare card to the Authorized User, the electronic fare card shall become a Pass for purposes of this Agreement. Administrator agrees to: 1) implement and comply with UTA's Cardholder Rules; and 2) train staff with Pass issuance or administration responsibilities on UTA's Cardholder Rules. UTA shall issue an electronic "Receipt of Issue." Upon Administrator's receipt of "Receipt of Issue," the electronically enabled employee identification shall be a Pass, for purposes of this Agreement.

5. PASS RECOGNIZED AS TRANSIT FARE.

a. So long as this Agreement has not been terminated in accordance with Paragraph 21, a Pass issued to a Cardholder under this Agreement, when used by such Cardholder in accordance with UTA's Cardholder Rules shall be recognized as full fare for the Authorized UTA Services listed on Exhibit "A."

b. All Cardholders are required to Tap-On and Tap-Off on the UTA Card Reader when boarding and leaving the vehicle. Failure to do so may result in a citation or fine pursuant to UTA's ordinances.

c. Cardholders must provide valid photo identification upon request by UTA authorized personnel.

d. A trip report will be generated every time a Pass issued to a Cardholder is presented to board a UTA vehicle in service (a "Trip"). The manner in which UTA determines

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a Trip is further outlined in UTA Electronic Fare Frequently Asked Questions, which are located at http://www.rideuta.com/mc/?page=RidingUTA-PayingYourFare-ElectronicFare.

e. UTA services are public transit services. UTA reserves the right to modify its public routes from time to time in accordance with its operational objectives and policies.

f. Each Pass is valid from the date of issuance or activation by the Administrator through December 31, 2024. Each Pass may be re-activated by the Administrator in accordance with the UTA's Cardholder Rules pursuant to the terms of this Agreement.

6. **PAYMENTS BY ADMINISTRATOR TO UTA**. Administrator shall pay to UTA on a monthly basis, the following items: The applicable, effective Base One-Way Fare for each Trip based on the Service Type on an Authorized UTA Service, which varies by mode of UTA service as identified in Exhibit "B" for each Trip during the preceding month, which shall be discounted by 17.5% based on the Administrator's commitment to transit.

7. **CALCULATION OF FARES**. The payment of Fares shall be calculated as follows:

   a. The number of Trips for each month is determined by UTA's Electronic Fare Collection system pursuant to the UTA Electronic Fare Collection Frequently Asked Questions. The applicable Base One-Way Fare will be applied to each Trip (See Exhibit "B" for the current Base One-Way Fare schedule).

   b. If a Fuel Surcharge Fee was in effect at the time of the Trip, the Fuel Surcharge Fee shall be added to the Base One-Way Fare. Notwithstanding the foregoing, the payment of any applicable Fuel Surcharge Fee by Administrator shall not be a condition to the use of UTA's transit services by Cardholders.

   c. UTA reserves the right to charge a Fare based on a two-month trailing average of Trips, in the event that UTA's Electronic Fare Collection system is not functioning properly as determined by UTA in UTA's sole discretion.

   d. The Base One-Way Fare Schedule rates are the rates posted on UTA's website www.rideuta.com and are the same as the rates charged to UTA full fare paying customers. UTA reserves the right to adjust its Base One-Way Fare Schedule rates during the term of this Agreement, according to its operational needs as determined by UTA in its sole discretion. The Base One-Way Fare rate will be charged at the rate in effect at the time of the Trip.

8. **APPLICATION OF FUEL SURCHARGE.** The Fuel Surcharge Matrix in Exhibit "B" assigns a Fuel Surcharge Fee value based upon the measurement of the average U.S. Department of Energy: On-Highway Diesel Prices by Week (Rocky Mountain PADD) during the calendar quarter, to be effective thirty (30) days after the close of quarter. By way of example, the average U.S. Department of Energy: On-Highway Diesel Prices

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measured in 2Q calendar quarter (April 1 – June 30 of the contract year) will determine the Fuel Surcharge effective, if at all, on or about July 1 of the contract year. A Fuel Surcharge Fee shall accrue to each Trip taken during the period of time that UTA imposes a Fuel Surcharge for all fare paying customers, according to the rates identified in the Fuel Surcharge Matrix in Exhibit "B." UTA shall use good faith efforts to give Administrator fifteen (15) day notice prior to the implementation of or change to any Fuel Surcharge Fee. The Fuel Surcharge Fee shall be added to the Base One-Way Fare for each Trip.

9. INVOICES.

a. UTA shall invoice Administrator monthly. UTA's invoice shall state: (1) the number of Trips; (2) the total amount in Base One-Way Fares; and (3) the total amount of Fuel Surcharge Fees owed UTA; and (4) the amount of applicable discount.

b. Payments shall be made by Administrator to UTA within thirty (30) days of receipt of invoice.

c. UTA shall charge and Administrator shall pay a one percent (1%) late fee on balances due under this Agreement which remain unpaid within thirty (30) days from the due date indicated on the invoice.

d. UTA shall charge and Administrator shall pay a five percent (5%) processing fee in the event Administrator elects to remit payment using a credit/debit card.

10. **DISPUTED INVOICES.** Every invoice delivered to Administrator shall be conclusive and binding upon Administrator unless within ten (10) days after the receipt of such Invoice, Administrator notifies UTA that it disputes the correctness thereof, specifying the particular respects in which the Invoice is claimed to be incorrect. If such dispute is not settled by agreement, the Parties shall submit the dispute to mediation within sixty (60) days after Administrator's receipt of such statement. Pending the determination of such dispute by agreement or mediation, Administrator will not be obligated to pay the disputed, unpaid Invoice.

11. **PRE-AUTHORIZATION**. As part of this Agreement, Administrator shall complete and return to UTA, a Pass Program Configuration Form, upon which Administrator identifies various features of this Pass Purchase and Administration Agreement it desires to offer Authorized Users. Said Pass Program Configuration Form is attached hereto as Exhibit "A" and is incorporated herein by reference. Administrator hereby ratifies the elections contained in the Pass Program Configuration Form and agrees to be bound thereby. All capitalized terms used in the Pass Program Configuration Form shall have the same meaning when referenced in this Agreement.

12. **HANDLING OF ELECTRONIC FARE CARDS/PASSES.** Administrator shall not furnish, provide, assign, sell or resell, or otherwise transfer an electronic fare card or Pass to any person who is not an Authorized User. Issuance records for each issued Pass will be maintained in a log for such purpose. Administrator must maintain a log for all Passes

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issued. At all times during the Term of this Agreement, Administrator must be able, upon request of UTA, to account for all Passes distributed to Administrator under this Agreement. The obligation under the preceding sentence shall include: (a) Administrator maintaining the unique identification number of each issued Pass and the corresponding person issued such Pass; (b) printing the Cardholder's name on the Pass in permanent ink prior to issuance to the Cardholder; (c) Administrator being able to produce for inspection, upon UTA's written request during regular business hours, any electronic fare cards delivered to Administrator which have not been issued to a Cardholder; and (d) Administrator being able to identify, by number, any Passes identified as lost or stolen for which replacement Passes have been issued. Within twenty-four (24) hours, Administrator shall deactivate the Pass of any terminated Employee. UTA maintains the right, upon notice, to inspect during regular business hours, all such records maintained by Administrator at all times during the Term of this Agreement and for a period of one (1) year after the expiration or termination of this Agreement. UTA shall keep the information discovered under this paragraph confidential and will use the information solely to audit the storage, use and issuance of Passes and electronic fare cards and not for any other purpose.

13. **CONFISCATION OF PASSES/UNAUTHORIZED USE OF PASSES.** UTA has the right to confiscate a Pass or electronic fare card at any time (without notice to the Administrator) from any person who UTA reasonably believes is not an Authorized User. UTA has the right to confiscate any UTA-Printed Pass or electronic fare card that UTA reasonably believes has been duplicated or altered. UTA reserves the right to pursue claims or demands against, or seek prosecution of any person who duplicates, alters or uses a Pass in any unauthorized way. UTA shall not pursue any claims or suits against the Administrator for any unauthorized use of a Pass, unless: (a) the unauthorized use results from counterfeiting a Pass and the Administrator had actual knowledge of such action and Administrator failed to report such action to UTA within twenty-four (24) hours after (i) the earlier of the date that Administrator first knew of such action or (ii) the next business day if a holiday or weekend follows the date that Administrator first learned of such action; (b) the Administrator falsely certified to UTA, the name of a person that is not a Cardholder; or (c) the unauthorized use resulted from Administrator's acts or omissions or misconduct. UTA shall have the right to confiscate a UTA-Printed Pass or electronic fare card if UTA believes that the information provided has been falsified by the Administrator or its authorized representatives, or a Pass has been given by the Administrator or its authorized representatives to a person who is not an Authorized User.

14. **RETURN OF PASSES**. Administrator shall be permitted to return, and UTA may demand the return of, valid Passes to UTA in the event this Agreement is terminated prior to the expiration of the Term. Administrator shall be responsible to pay all invoices incurred prior to date of termination.

15. **ISSUANCE OF PASSES.** Administrator shall be solely responsible for issuing a Pass to an Authorized User.

16. **NON-TRANSFERABLE**. Each Pass is not transferable (printed on the pass) to any other Cardholder or Authorized User, a member of the Cardholder's household or any other person.

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17. **DELIVERY OF UTA-PRINTED PASSES**. The activated UTA-Printed electronic fare cards shall be printed by UTA and furnished to Administrator's representative at its primary address listed below on an annual basis, or as often as needed, for issuance to Authorized Users.

18. **GUARANTEED RIDE HOME.** In order to accommodate the Emergency needs of Administrator's Authorized Users, UTA agrees that during the Term of this Agreement it will provide a guaranteed ride home for Administrator's Authorized Users who cannot take their customary scheduled transit trip or another reasonably scheduled transit trip from work to home because of an Emergency. UTA agrees that, in the event of Emergency, UTA, at its expense, will provide alternative transportation to Administrator's Authorized Users from Administrator's business locations to the Authorized User's home or other location within the boundaries of the public transit district where the Immediate Family Member requiring the Emergency help is located. UTA agrees that the guaranteed ride home will be undertaken, at UTA's option, in one of the following two alternative ways: (1) a ride in a UTA vehicle driven by a UTA employee; or (2) a ride in a taxi cab. If UTA selects the option of using a UTA vehicle driven by a UTA employee, the Administrator understands that UTA is a governmental entity covered by the Utah Governmental Immunity Act and provides self-insurance only to the amount of approximately $500,000 per individual and approximately $1,000,000 per occurrence. If UTA selects the option of a taxi cab, the taxi shall be required to provide public liability insurance in an amount required by State law. An Administrator's Authorized User shall be entitled to up to six (6) guaranteed rides home in any calendar year.

    a. For purposes of this Agreement, the term "Emergency" means: (a) an unplanned change in the Authorized User's work schedule which causes the Authorized User to miss the Authorized User's usual or customary scheduled transit trip from work to home and another transit trip is not scheduled within a thirty minute time period; or (b) the illness or injury of the Authorized User or the Authorized User's Immediate Family Member which requires the Authorized User to immediately leave work to attend to the needs of the Authorized User or an Immediate Family Member and where another regularly scheduled transit trips will not permit the Authorized User to meet such needs.

    b. For purposes of this Agreement the term "Immediate Family Member" means a spouse, child, step-child of the Authorized User, or other person who resides in the same residence as the Authorized User and is the dependent of the Authorized User.

19. **SECURITY TERMS.** Administrator agrees to be responsible and accountable for all electronic fare cards delivered to Administrator by UTA and to treat unissued electronic fare cards with the same care and safeguards as cash. Administrator agrees to indemnify and hold harmless the UTA from the loss of any electronic fare cards whether occasioned by loss, theft, forgery by Administrator's Authorized Users, or other causes, provided however, that if any unissued electronic fare cards shall be stolen while in the possession of Administrator, Administrator shall not be liable therefore, if Administrator reports electronic fare cards stolen and files with police an official police report declaring said

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electronic fare cards to have been the subject of theft other than from Administrator's Authorized Users, agents or representatives and the cause of the theft is not the result of Administrator's acts or omissions. Only one card may be active at any time for any Authorized User as confirmed by information provided by the UTA web-based database.

20. **RECONCILIATION.** Administrator shall cooperate with and permit UTA to examine the unissued Passes distributed to Administrator and reconcile all records and accounts pertaining to this Agreement on a monthly basis.

21. **TERMINATION OF AGREEMENT.** UTA may terminate this Agreement at any time by giving 60 days' written notice of termination. Administrator may terminate this Agreement at any time upon written notice and account reconciliation as described in Paragraph 20 , if requested by UTA.

22. **THIRD PARTY INTERESTS**. No person not a party to this Agreement shall have any rights or entitlements of any nature under it.

23. **NON-DISCRIMINATION.** Administrator agrees that it shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, on the basis of race, color, national origin, religion, sex, age, or disability in accordance with the requirements of 49 U.S.C. 5332.

24. **ENTIRE AGREEMENT**. This Agreement contains the entire agreement between the Parties hereto for the Term stated and cannot be modified except by written agreement signed by both Parties. Neither Party shall be bound by any oral agreement or special arrangements contrary to or in addition to the terms and conditions as stated herein.

25. **WAIVER**. The waiver by either Party of any of the covenants as contained in this Agreement shall not be deemed a waiver of such Party's rights to enforce the same or any other covenant herein, and the rights and remedies of the Parties hereunder shall be in addition to, and not in lieu of, any right or remedy as provided by law.

26. **AUTHORITY**. The individuals who execute this Agreement represent and warrant they are duly authorized to execute this Agreement on behalf of UTA and Administrator, as the case may be, that the Parties named are the necessary and proper Parties and that no other signature, act or authorization is necessary to bind such entity to the provisions to this Agreement.

27. **COUNTERPARTS.** This Agreement may be executed in one or more counterparts, each of which, when so executed, will be deemed to be an original. Such counterparts will together constitute and be one and the same instrument. This Agreement may be delivered by electronic transmission.

28. **GOVERNING LAW**. This Agreement and all transactions contemplated hereunder and/or evidenced hereby shall be governed by and construed under and enforced in accordance with the laws of the State of Utah without giving effect to any choice of law or conflict of law rules or provisions.

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29. **NOTICES.** Except as otherwise indicated, notices to be given hereunder shall be sufficient if given in writing in person or by personal delivery, U.S. mail, or electronic mail. All notices shall be addressed to the respective Party at its address shown on Exhibit A or at such other address or addresses as each may hereafter designate in writing. Notices shall be deemed effective and complete at the time of receipt, provided that the refusal to accept delivery shall be construed as receipt for purposes of this Agreement.

If to: UTA
Kensey Kunkel
Mgr. Business Development and Sales
669 West 200 South
Salt Lake City, UT 84101 Tel: (801) 741-8806
E-mail: kkunkel@rideuta.com

If to Administrator:
Name: _____

Company: _____

Address: _____

_____

Phone: _____

Email:_____

Either Party may change the address at which such Party desires to receive written notice by giving written notice of such change to the other Party. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the Party to which the notice is directed, provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice.

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IN WITNESS WHEREOF, the undersigned Parties have executed this Agreement with an effective date of January 1, 2023 and a signature date as the last date written below.

ADMINISTRATOR

By: _____

Name: Date

Title:

UTAH TRANSIT AUTHORITY

By: _____

Name: Date

Title:

By: _____

Name: Date

Title:

Approved As to Form:

DocuSigned by:

Mike Bell

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Name:

Title:

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Exhibit A:

A1a. Authorized UTA Services

□: Basic: Regular Bus, Max bus rapid transit, TRAX Light Rail, UTA On-demand, and Streetcar Light Rail (individuals can upgrade to FrontRunner and Express Bus separately)

X: Premium: Basic services plus FrontRunner and Express Bus

□: Park City SLC Connect

□: Ski Service

Unauthorized UTA Services include special service routes including but not limited to ADA Paratransit service.

A2a. Form of Passes

X UTA-Printed Passes

□ Administrator-Printed Passes

A3. Administrator Personnel

UTA will be contacting the following Authorized User(s) to set up logins for UTA web interface purposes. List of Authorized Users who need access for card replacements and card lookups:

First & Last Name Title Email Address

A4. Form of Payment

□ Checks.

Checks should be made payable to UTA and mailed to the following address: Utah Transit Authority, Accounts Receivable, 669 West 200 South, Salt Lake City, Utah 84101.

□ ACH information available upon request

X Wire information available upon request

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Exhibit B:

Base One-Way Fare Schedule and Authorized UTA Services
Effective date: December 1, 2020 to replace all prior notices

Service Type	Regular Bus	TRAX Light Rail	Streetcar Light Rail	FrontRunner Commuter Rail	Express Bus	Park City SLC Connect	Ski Service
Base One-Way Fare (Applicable to each trip)	$2.50	$2.50	$2.50	$2.50 – $9.70	$5.00	$5.00	$5.00

Frontrunner Base Fare (includes 1 station)	Each Additional Station	Maximum Fare from Provo to Ogden
$2.50	$.60	$9.70

Fares on the Base Fare Schedule change periodically and these fares may change during the term of this Agreement. Fuel Surcharge Fees may apply. UTA's Current Fare Schedule includes any applicable Fuel Surcharge Fees. See UTA's website www.rideuta.com for additional information.

Fuel Surcharge Matrix

Quarterly Department of Energy (DOE) Diesel per Gallon	Surcharge Level	Fuel Surcharge Fee for Regular Bus, TRAX, Streetcar and FrontRunner (Applicable to each trip)	Fuel Surcharge Fee for Express Bus, Ski and Park City SLC Connect (Applicable to each trip)
$0.00 - $3.99	No surcharge	$0.00	$0.00
$4.00 - $4.99	Level A	$0.25	$0.50
$5.00 - $5.99	Level B	$0.50	$1.00
$6.00 - $6.99	Level C	$0.75	$1.50
$7.00 - $7.99	Level D	$1.00	$2.00
$8.00 - $8.99	Level E	$1.25	$2.50
$9.00 - $9.99	Level F	$1.50	$3.00

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Kensey Kunkel, Manager Business Development and Sales

TITLE:

Fare Agreement: Pass Distribution Agreement- Amendment 1 (Visit Ogden)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize the Executive Directory to execute Amendment 1 to the Pass Distribution Agreement with Visit Ogden

BACKGROUND:
For the 2021-2022 ski season, UTA and Visit Ogden partnered together through a Pass Distribution Agreement, approved by the UTA Board of Trustees on December 8, 2021. This agreement allowed Visit Ogden to distribute passes to Weber County hotels to sell to their guests. Visit Ogden sold the passes for $8.00, which was a 20 percent discount. The passes were valid fare on the Ski Bus Service as described in Exhibit A of the contract and connecting bus routes.

DISCUSSION:
UTA and Visit Ogden have historically partnered to offer a UTA transit pass for use on ski bus service. For the 2022-23 Ski Season, and in the spirit of partnership, UTA and Visit Ogden will once again partner in a Pass Distribution Agreement.

This agreement will allow Visit Ogden to distribute passes, in the form of an EFC card to Weber County hotels to sell to their guests. On or before May 1, 2023, Visit Ogden will report to UTA total passes sold and return all unsold passes. UTA will bill Visit Ogden at the rate of $8.00 per pass sold on or before May 1, 2023.

CONTRACT SUMMARY:

Contractor Name:	Visit Ogden
Contract Number:	21-F0264-A1
Base Contract Effective Dates:	December 11, 2021 through April 16, 2022
Extended Contract Dates:	December 21, 2022 through April 30, 2023
Existing Contract Value:	$1,200
Amendment Amount:	$1,200
New/Total Amount Contract Value:	$2,400
Procurement Method:	NA
Funding Sources:	NA

ALTERNATIVES:

Do not enter into an agreement with Visit Ogden and determine alternative solution for Weber County Hotels.

FISCAL IMPACT:

Revenue for the 2022-23 Ski Season is estimated to be $1,200 and is based on revenue received for the 2021-22 Ski Season.

ATTACHMENTS:

1. Amendment

DocuSign Envelope ID: 0716FB9C-CE88-4B59-A423-F6706D3190A2

Amendment One and Reinstatement of
Visit Ogden
PASS DISTRIBUTION AGREEMENT

This Amendment 1 to the Ski Bus Pass Agreement (this "**Amendment**") is entered into as of December 21, 2022 (the "**Amendment Effective Date**") by and between Visit Ogden ("Administrator") and Utah Transit Authority, a large public transit district organized under the laws of the State of Utah ("**UTA**"). Administrator and UTA are sometimes referred to herein collectively as the "**Parties**" or individually as a "**Party**".

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Administrator and UTA agree as follows:

1. TERM. This Pass Distribution Agreement dated December 11, 2021 ("Original Agreement), which expired on April 16, 2022, is hereby reinstated for a new term effective December 21, 2022 and shall continue in full force until April 30, 2023 ("Term Extension Period"), at which time the Term Extension Period shall automatically expire.

2. EXHIBITS.

    a. Exhibit A and Exhibit 1 shall be removed. The routes and service times for Weber County Ski Bus Service shall be consistent with public information as shared on rideuta.com.

3. All other terms and conditions of the Original Agreement shall remain unchanged.

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IN WITNESS WHEREOF, the parties have executed this Amendment as of the Amendment Effective Date.

ADMINISTRATOR

By:_____Date:_____

Name:_____

Title:_____

UTAH TRANSIT AUTHORITY

By:_____Date:_____
Name:
Title:

By:_____Date:_____
Name:
Title:

Approved as to Form:

DocuSigned by:
Tim Merrill
56A03BC7C491482...

Tim Merrill
Counsel for UTA
Assistant Attorney General

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	William Greene, Chief Financial Officer
PRESENTER(S):	Jonathan Salazar, Acting Regional Manager - Ogden BU

TITLE:

Fare Agreement: Midtown Trolley Service Agreement - Amendment 3 (Layton City Corporation)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize executive director to enter Service Agreement Amendment 3 (Layton City Corporation)

BACKGROUND:
Utah Transit Authority has a longstanding relationship with Layton City. In 2020, Layton City Corporation ("the City") entered into an Agreement with UTA that included three (3) one-year options to renew the contract. The original contract was approved by the Board of Trustees on December 4, 2019. This agreement allowed the City to partner with UTA to fund a portion of the operating cost of the service for the "Midtown Trolley" (Route 628). Per the terms of the agreement, the City agrees to pay 25 percent of the operating costs.

The City chose to renew their agreement with UTA in 2021 and 2022.

DISCUSSION:
UTA and the City have agreed to renew the contract terms for 2023. The City will continue to fund a portion of the operating cost of the trolley service that will connect the Layton and Clearfield FrontRunner Stations. The City has agreed to pay to UTA $184,412 in 2023. Fares will not be collected on the Midtown Trolley (Route 628).

CONTRACT SUMMARY:

Contractor Name:	Layton City Corporation
Contract Number:	19-03159-A3
Base Contract Effective Dates:	January 1, 2020 - December 31, 2020
Extended Contract Dates:	Amend #1: January 1, 2021 - December 31, 2021 Amend #2: January 1, 2022 - December 31, 2022 Amend #3: January 1. 2023- December 31, 2023
Existing Contract Value:	$500,922
Amendment Amount:	$184,412
New/Total Amount Contract Value:	$685,334
Procurement Method:	N/A
Funding Sources:	Layton City

ALTERNATIVES:

Do not authorize the contract with the city and forego contract revenue of $184,412

FISCAL IMPACT:

$184,412 in revenue reimbursement to UTA

Total Amount Contract Value (2020-23): $685,334

Contract	Value
Base Contract	$159,158
Amendment 1	$162,760
Amendment 2	$179,004
Amendment 3	$184,412
Total Value	**$685,334**

ATTACHMENTS:

Amendment 3

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Renewal Amendment 3 of
MIDTOWN TROLLY
SERVICE AGREEMENT
Layton City Corporation

This amendment no. 3 is effective on January 1st, 2023 ("Effective Date"), by and between UTAH TRANSIT AUTHORITY, a public transit district ("UTA") and Layton City Corporation, a municipal corporation of the State of Utah, hereinafter referred to as "City" (Hereinafter the "Parties").

Whereas, the Parties entered into a Service Agreement (hereinafter the "Agreement") (UTA Contract No. 19-03160) with an effective date of January 1, 2020 for trolley service connecting Layton and Clearfield Frontrunner stations;

Whereas, the Parties renewed the Agreement for an additional one-year term from January 1, 2022 until December 31, 2022;

Whereas, the Parties desire to renew the Agreement for an additional one-year term from January 1, 2023 until December 31, 2023;

NOW THEREFORE THE PARTIES AGREE AS FOLLOWS:

1. The parties agree to renew the Agreement for an additional one-year term from January 1, 2023 through December 31, 2023.

2. The amount to be paid by City shall be the total sum of $184,412.00. Payment shall be made in two (2) equal payments to be paid on or before May 31, 2023, and on or before October 31, 2023.

3. All other terms and conditions of the Agreement and Amendment No. 2, including but not limited to the dates of service and the Operating Plan, shall continue in full force and effect and remain unchanged by this Amendment No. 3.

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IN WITNESS WHEROF, the Parties hereto have set their hands on the dates shown below.

CITY:_____

By:_____Date:_____

Name:_____

Title:_____

UTAH TRANSIT AUTHORITY

By:_____Date:_____
Name:
Title:

By:_____Date:_____
Name:
Title:

Approved as to Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...

Michael Bell
Assistant Attorney General
Counsel
For UTA

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	William Greene, Chief Financial Officer
PRESENTER(S):	Jonathan Salazar, Acting Regional Manager - Ogden BU

TITLE:

Fare Agreement: Ogden Trolley Service Agreement - Amendment 3 (Ogden City)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize the Executive Director to execute Amendment 3 to the Trolley Bus Service Agreement with Ogden City in the amount of $70,213

BACKGROUND:
Utah Transit Authority has a longstanding relationship with Ogden City. In 2020, Ogden City entered into a Bus Agreement with UTA. The original contract was approved by the UTA Board of Trustees on December 4, 2019. This agreement allowed the city to partner with UTA to fund a portion of the operating cost of the service for the "Ogden Trolley" (Route 601 Circulator Bus Service). Per the terms of the agreement, Ogden City agrees to pay 25% of the operating costs. For the base contract, Ogden City paid UTA $72,328. The city chose to renew their agreement with UTA in 2022 through Amendment 2 in the amount of $70,213.

Both the City and UTA desire to renew this agreement for one additional year through Amendment 3.

DISCUSSION:
Ogden City will continue to fund a portion of the operating cost of the trolley that will connect Downtown Ogden City with the Ogden FrontRunner Station January 1, 2023 through December 31, 2023. Ogden City has agreed to pay to UTA $70,213.

Fares will not be collected on the Ogden Trolley (Route 601 Circulator Bus Service). This action will allow UTA to continue to serve the riders of route 601 free of cost and attract new riders. This service is a valuable

economic development tool for the City and its local partners.

CONTRACT SUMMARY:

Contractor Name:	Ogden City
Contract Number:	19-F0055-A3
Base Contract Effective Dates:	January 1, 2020 through December 31, 2020
Extended Contract Dates:	Amend #1: January 1, 2021 through December 31, 2021 Amend #2: January 1, 2022 through December 31, 2022 Amend #3: January 1, 2023 through December 31, 2023
Existing Contract Value:	$215,447
Amendment Amount:	$72,350
New/Total Amount Contract Value:	$287,797
Procurement Method:	N/A
Funding Sources:	Ogden City

ALTERNATIVES:

Not providing sponsored fare could result in a possible reduction in ridership.

FISCAL IMPACT:

Additional $72,350 in operational revenue.

Total Amount Contract Value (2020 to 23): $287,797

Contract	Value
Base Contract	$72,328
Amendment 1	$72,906
Amendment 2	$70,213
Amendment 3	$72,350
Total Value	**$287,797**

ATTACHMENTS:

Amendment 3

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RENEWAL AMENDMENT 3
Bus Service Agreement
Ogden City

This amendment no. 3 is effective on January 1st, 2023 ("Effective Date"), by and between **UTAH TRANSIT AUTHORITY**, a public transit district ("UTA") and **OGDEN CITY**, a municipal corporation of the State of Utah, hereinafter referred to as "City". (Hereinafter the "Parties").

Whereas, the Parties entered into a Bus Service Agreement (hereinafter the "Agreement") (UTA Contract No. 19-03160) with an effective date of January 1, 2020 for bus service that will connect Downtown Ogden City with the Ogden FrontRunner Station.

Whereas, the Parties renewed the Agreement for an additional one year term from January 1, 2021 until December 31, 2021.

Whereas, the Parties renewed the Agreement for an additional one year term from January 1, 2022 until December 31, 2022.

Whereas, the Parties desire to renew the Agreement for an additional one year term from January 1, 2023 until December 31, 2023.

NOW THEREFORE THE PARTIES AGREE AS FOLLOWS:

1. The parties agree to renew the Agreement for an additional one year term from January 1, 2023 through December 31, 2023.

2. The amount to be paid by City shall be as described below:
   The City agrees to pay UTA the total sum of ($72,350) to provide all of the Services described in paragraph 3 below. UTA shall invoice the City for the Service in one instalment of ($72,350) in November 2023.

3. All other terms and conditions of the Agreement and Amendment No. 2, including but not limited to the dates of service and the Operating Plan, shall continue in full force and effect and remain unchanged by this Amendment No. 3

IN WITNESS WHEROF, the Parties hereto have set their hands on the dates shown be

OGDEN CITY, UTAH
CORPORATE SEAL

UTAH TRANSIT AUTHORITY:	**OGDEN CITY:**
Date	Date Nov 8, 2022
By:	By: Mark Johnson
Title:	Title: Chief Administrative Officer

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Date

By:
Title:

Lee Ann Peterson Date Nov 8, 2022

By: Lee Ann Peterson
Title: City Recorder
Chief Deputy Recorder

Approved As To Form:

DocuSigned by:
Mike Bell
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UTA Legal Counsel

Approved As To Form:

Katie M. Ellis
Katie M. Ellis (Nov 8, 2022 08:37 MST)

Ogden City Attorney

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	William Greene, Chief Financial Officer
PRESENTER(S):	Jonathan Salazar, Acting Regional General Manager-Mt. Ogden

TITLE:

Fare Agreement: Lagoon/Station Park Shuttle Service Agreement - Amendment 3 Modification 1 (Farmington City Corporation)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize Executive Director to execute Modification 1 to Amendment 3 to the Bus Service Agreement with Farmington City Corporation in the amount of $76,350.

BACKGROUND:
Utah Transit Authority has a longstanding relationship with the city of Farmington. In 2019, Farmington City Corporation ("the City") entered into an agreement with UTA that included three (3) one-year options to renew the contract (approved by the UTA Board of Trustees on November 20, 2019). This agreement allows the City to partner with UTA to fund a portion of the operating cost of the service for the "Lagoon/Station Park Shuttle" (Route 667). Per the terms of the agreement, the City agrees to pay 25 percent of the operating costs. The city chose to renew their agreement with UTA for all three years at the values provided in the financial section below.

Both UTA and the City desire to continue to offer this shuttle service in 2023.

DISCUSSION:
Modification 1 to Amendment 3 will extend the contract term for one additional year through December 31, 2023. This action will allow UTA to continue to serve the riders of the route 667 free of cost and to attract new riders. This service is a valuable economic development tool for the City and local partners. The value of this

agreement is $80,167.

CONTRACT SUMMARY:

Contractor Name:	Farmington City Corporation
Contract Number:	18-2898AB-A3M1
Base Contract Effective Dates:	January 1, 2019 - December 31, 2019
Extended Contract Dates:	Amend #1: January 1, 2020 - December 31, 2020 Amend #2: January 1, 2021 - December 31, 2021 Amend #3: January 1, 2022 - December 31, 2022 Modification 1: January 2023-December 31, 2023
Existing Contract Value:	$293,700
Amendment Amount:	$80,167
New/Total Amount Contract Value:	$373,867
Procurement Method:	Non-procurement fare agreement
Funding Sources:	Farmington City

ALTERNATIVES:

Do not authorize the contract with the city and forego revenue of $80,167

FISCAL IMPACT:

$80,167 in revenue reimbursement to UTA; Total Contract value of $373,867

Contract	Value
Base Contract	$70,630
Amendment 1	$72,630
Amendment 2	$74,090
Amendment 3	$76,350
Modification 1	$80,167
Total Value	**$373,867**

ATTACHMENTS:

Modification 1 to Amendment 3

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Modification No. 1 to
RENEWAL AMENDMENT 3
Bus Service Agreement
Farmington City

Whereas, Farmington City and Utah Transit Authority, hereafter known jointly as "Parties," entered a Service Agreement ("Agreement") in 2019 for shuttle service between the Farmington Frontrunner station and Lagoon as described in the Agreement; for shuttle service between the Farmington Frontrunner station and Lagoon as described in the Agreement;

Whereas, the Parties executed three successive amendments which renewed the Agreement for three additional one-year terms from January 1, 2020 until December 31, 2020, from January 1, 2021 until December 31, 2021, and from December 31, 2021 to December 31.2022;

Whereas, the Parties desire to modify Amendment 3 in order to extend service until December 31, 2023:

NOW THEREFORE THE PARTIES AGREE AS FOLLOWS:

1. The parties agree to modify Amendment 3 by extending the service date to December 31, 2023.

2. The amount to be paid by City for this additional one-year extension shall be the total sum of $80,167.00. Payment shall be made in two (2) equal payments to be paid on or before May 31, 2023, and on or before October 31, 2023.

3. All other terms and conditions of the Agreement and Amendments 1, 2, and 3 including but not limited to the dates of service and routing, shall continue in full force and effect and remain unchanged by this modification to Amendment 3.

IN WITNESS WHEROF, the Parties hereto have set their hands on the dates shown below.

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IN WITNESS WHEREOF, the parties have executed this Amendment as of the Amendment Effective Date.

FARMINGTON CITY

By:_____ Date:_____

Name:_____

Title:_____

UTAH TRANSIT AUTHORITY

By:_____ Date:_____
Name:
Title:

By:_____ Date:_____
Name:
Title:

Approved as to Form:
DocuSigned by:
Mike Bell
70E33A415BA44F6...
Michael Bell
Assistant Attorney General
Counsel
For UTA

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Andres Colman, Regional General Manager
PRESENTER(S):	Andres Colman, Regional General Manager Kyle Stockley, Rail Infrastructure Project Manager

TITLE:

Zero-Emission Bus Transition Plan - FY2022

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Approval of the FY2022 Zero-Emission Bus Transition Plan (ZEP) required by the Federal Transit Administration (FTA) to apply for certain FTA grant programs.

BACKGROUND:
UTA's ZEP (aka - Mixed Bus Fleet Composition Strategy) has been presented and discussed with the Board of Trustees several times over the past year, the final plan was presented at the August 10, 2022 Board Meeting and has been presented to other stakeholders, including the Salt Lake Council of Governments on August 18, 2022

DISCUSSION:
The Zero-Emission Plan (ZEP) provides comprehensive information requested by the Federal Transit Administration (FTA) to apply for the Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)), for projects related to Zero-Emission Vehicles (ZEV).

UTA serves the region along the Wasatch Front, an area with significant seasonal air quality issues. The major population centers are located in mountain valleys which trap poor air in the winter and summer months. UTA has taken significant steps to reduce emissions with the implementation of a 45-mile light rail system, CNG bus fleet, and clean diesel buses. Moving toward 50% alternatives technologies powered fleet will enable UTA to help make a significant positive impact on air quality. This plan includes the FTA requirements for the grant applications, including a long-term fleet management plan, current and future status transition resources,

technology policies, and legislation, current and future facility assessment, provider partnership relationships study, and workforce impact assessment.
UTA's Zero Emission Transition Plan has set a target of 50% alternatively fueled vehicles by 2040. The 2040 target is as follows:

- Clean Diesel: 50%
- Electric: 36%
- CNG: 14%

ALTERNATIVES:
The Board may request revisions to the plan.

FISCAL IMPACT:
$955,000,000

ATTACHMENTS:
Zero Emission Bus Transition Plan - FY2022

Zero-Emission Bus Transition Plan - FY2022

Utah Transit Authority

May 2022

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

Zero-Emission Bus Transition Plan - FY2022

Utah Transit Authority

May 2022

Issue and revision record

Revision	Date	Originator	Approver	Description
0	05/31/22	CT/MM	KS	

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Executive summaryAcronyms and Abbreviations

A-BRT	Automated Bus Rapid Transit
AQI	Air Quality Index
APTA	American Public Transportation Association
BEB	Battery Electric Bus
BEERD	Bus Efficiency Enhancements Research and Demonstration
BFMP	Bus Fleet Management Plan
BIL	Bi-Partisan Infrastructure Law
BRT	Bus Rapid Transit
CTE	Center for Transportation and the Environment
CNG	Compress Natural Gas
EV	Electric Vehicle
FCEB	Fuel Cell Electric Bus
FTA	Federal Transit Administration
HVT	High Valley Transit
NITC	National Institute for Transportation and Communities
OEM	Original Equipment Manufacturer
PM	Particulate Matter
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RMP	Rocky Mountain Power
TAZ	Traffic Analysis Zone
TNC	Transportation Network Companies
TRAX	Transit Express
UCAIR	Utah Clean Air Partnership

URSTA	Urban Rural Specialized Transit Association
UTA	Utah Transit Authority
VW	Volkswagen
XC	Xcelsior CHARGE
ZEB	Zero Emission Bus
ZEP	Zero-Emission Plan
ZEV	Zero-Emission Vehicle

1 Introduction

The Zero-Emission Plan (ZEP) provides comprehensive information requested by the Federal Transit Administration (FTA) to apply for the Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)), for projects related to Zero-Emission Vehicles (ZEV).

UTA serves the region along the Wasatch Front, an area with significant seasonal air quality issues. The major population centers are located in mountain valleys which trap poor air in the winter and summer months. UTA has taken significant steps to reduce emissions with the implementation of a 45-mile light rail system, CNG bus fleet, and clean diesel buses. Moving toward 50% alternatives technologies powered fleet will enable UTA to help make a significant positive impact on air quality. This plan includes the FTA requirements for the grant applications, including a long-term fleet management plan, current and future status transition resources, technology policies, and legislation, current and future facility assessment, provider partnership relationships study, and workforce impact assessment. A brief description of each requirement is included below:

Bus Fleet Management Plan (BFMP): The BFMP provides current information on UTA's bus fleets and facilities, describing its current condition and provides information of funded and planned projects. The BFMP also includes information of current and projected ridership, bus operation characteristics, maintenance philosophy, reliability performance, and measures used to gather information on service quality and on-time performance is included. UTA's BFMP is included for reference in Appendix A.

Current and future resources for transition costs: As outlined below, UTA has adopted a comprehensive zero emission transition plan. An important component of this plan is the Board of Trustees adopted 5-year financial plan which includes the purchase of 289 vehicles and supporting infrastructure during the period ending December 31, 2026. UTA will continue to work with the FTA and its partners to attain full funding for its transition plan including the pursuit of federal grant funds. UTA will work closely with our State, Local and public/private partnerships on other funding/grant opportunities to implement its transition plan.

Policy and legislation: UTA´s Government Relations department works with lawmakers, stakeholders, partners, and consultants to assure UTA staff is informed of and compliant with all local, state, and federal laws and guidance. The Government Relations staff tracks Congressional and State legislation and shares passed legislation and impacts with UTA staff. UTA has participated in training, webinars, and conferences to learn about the Bipartisan Infrastructure Law (BIL) requirements and has implemented processes to ensure compliance. The Government Relations department thoroughly vets state legislative proposals and bills that effect UTA. We also have contracted federal consultants to help ensure we are notified of any changes nationally. We work with many stakeholders in the area dealing with related issues such as Utah Clean Air Caucus, Utah Clean Air Partnership, Utah Clean Energy, and Rocky Mountain Power.

Existing and future facility evaluation: UTA works collaboratively with vehicle, infrastructure suppliers, and sub-system suppliers to fully define the infrastructure and equipment needs to support the vehicles, and associated changes to existing maintenance facilities. UTA's BFMP describes the infrastructure and equipment needed to support the vehicles and the associated changes to existing facilities**.** The BFMP does also include facility assessments and future expansions. Ref: *4.3. Electrical Infrastructure* and *Appendix A BFMP, 3. Existing Transit Centers and Operating Business Units.*

Alternative fuel provider partnership: Describes the cooperative partnership with the utility provider Rocky Mountain Power and the collaborative strategy to pursue innovative and clean energy objectives. Ref: *4. Utility Provider Partnership.*

Workforce impact assessment: Describes UTA´s workforce training strategy since introducing the first Battery Electric Bus (BEB) and the technology-specialized skill improvement philosophy as well. Ref: *6. Workforce Development*.

2 Overview of UTA

Utah Transit Authority (UTA) has been the service provider for public transportation along the Wasatch Front since August of 1970. The service area is approximately 1,600 square miles and serves six counties, including many nearby municipalities. This service area contains 80 percent of Utah's population and 77 percent of Utah's automobiles. The average annual ridership from 2014 to 2018 exceeded 45 million trips. For years 2016 to 2020 average annual ridership was 40,535,76.

The current active bus fleet includes 506 service buses and 22 contingency buses which are serviced by five maintenance facilities. One of these facilities is located in Ogden (Mt. Ogden), three in the Salt Lake area (Central/Depot District, Meadowbrook, Riverside), and one in Orem (Timpanogos). The Riverside facility houses Special Services, a demand response system serving people with disabilities.

The Depot District will replace the 45-year-old Central Bus Garage, which is fast approaching the end of its useful life. Currently, 100 buses are maintained at the existing garage facility. The current facility cannot be expanded due to a lack of available adjacent land. The lack of space makes it impossible for UTA to expand bus service, as there is no available room to store and maintain the necessary additional vehicles. The new Depot District Clean Fuels Tech Center will provide UTA with bus storage and maintenance resources. It will initially be capable of storing and maintaining up to 150 buses, expandable to 250 buses. The facility is designed to house alternative fuels, including CNG and battery-electric buses. In addition, the project is building a new bus maintenance shop, bus wash, administrative offices, and bus canopies.

UTA maintains the bus fleet to ensure that the average UTA fixed route bus has a life expectancy consistent with the FTA minimum requirement of 12 years. UTA's bus fleet will continue to change accordingly in size as ridership dictates, and as funding is available. Beyond 2022, UTA expects a steady increase in bus revenue miles as the regular bus service is expanded and new Bus Rapid Transit (BRT) systems are implemented through 2040 as outlined in the 2019-2050 Wasatch Front Regional Transportation Plan (https://wfrc.org/vision-plans/regional-transportation-plan/). Refer to the Bus Fleet Management Plan Rev. 9 included in Appendix A for more information.

UTA's Zero Emission Transition Plan has set a target of 50% alternatively fueled vehicles by 2040. The 2040 target is as follows:

- Clean Diesel: 50%
- Electric: 36%
- CNG: 14%

3 UTA's Electrification

In 2016 UTA began the transition to electrify its bus fleet. This section presents the state of electrification and UTA's plan to continue deploying electric buses. It will also provide an overview of UTA's transition plan, including vehicles, depots, bus routes, and other goals the Agency aims to achieve in the next decade and beyond.

Due to lower costs and the mature state of technology of BEBs as compared with Fuel Cell Electric Bus (FCEB), UTA has chosen the BEB technology. Due to the current limited (but rapidly increasing) range of BEBs, this will require the installation of some on-route charging and may require service modifications which add to the total fleet requirement and operational costs. Drop-down pantograph technology will be used for charging at line terminus and on-route locations. For maintenance depots, plug-in charging technology will be used, consistent with the approach followed by several peer agencies in the United States. UTA will also continue considering using FCEB technology, especially for services that would be difficult to operate with BEBs due to range limitations.

3.1 Current state of electrification

UTA and the University of Utah participated in a joint procurement to acquire five (5) 40' New Flyer Xcelsior CHARGE (XC) NG BEBs, refer to Figure 1. Three (3) of these vehicles belong to UTA's fleet. The remaining two (2) vehicles belong to the University of Utah. UTA is the lienholder for all vehicles obtained through this joint procurement. The University of Utah operates and maintains their two vehicles assigned to them and UTA performs an annual inspection of these vehicles. A plug-in type charger is available at the University of Utah.

Figure 1. New Flyer's XC40

These five vehicles were procured in 2016 and have been in revenue service operation since 2018. UTA's current bus fleet composition (does not include the two BEB operated and maintained by the University of Utah) is shown in Figure 2.

PROPULSION TYPE	QUANTITY
CLEAN DIESEL	423
HYBRID	54
CNG	47
ELECTRIC	3
TOTAL	527

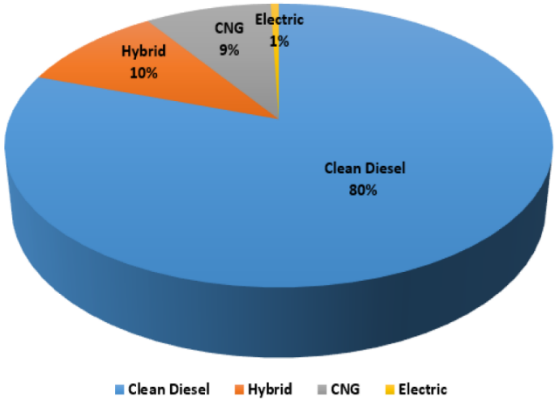

Figure 2. April 2022 UTA's Bus Fleet Composition

These three BEBs are currently being operated and maintained by the Central Business Unit. The charging infrastructure consists of plug-in chargers at this location, as shown in Figure 3.

Figure 3. Plug-in Charging Infrastructure at Central Business Unit

Currently, a new Business Unit facility is under construction. As a result, all operations will be transferred from the Central Facility to the Depot District Clean Fuels Technology Center.

UTA has two existing on-route charges at Salt Lake Central Station, which have been in operation since the end of 2019. They currently are used by UTA's three 40' New Flyer Xcelsior CHARGE buses, which

run on routes 2 and 509. Long term, these chargers can support many other routes which serve this critical transit hub.

As outlined in UTA's transit development plan, a new Depot District Clean Fuels Technology Center maintenance facility is under construction. The facility is scheduled for completion in the Spring of 2023 and will support the BEB fleet including overhead charging infrastructure as seen in Figure 4.

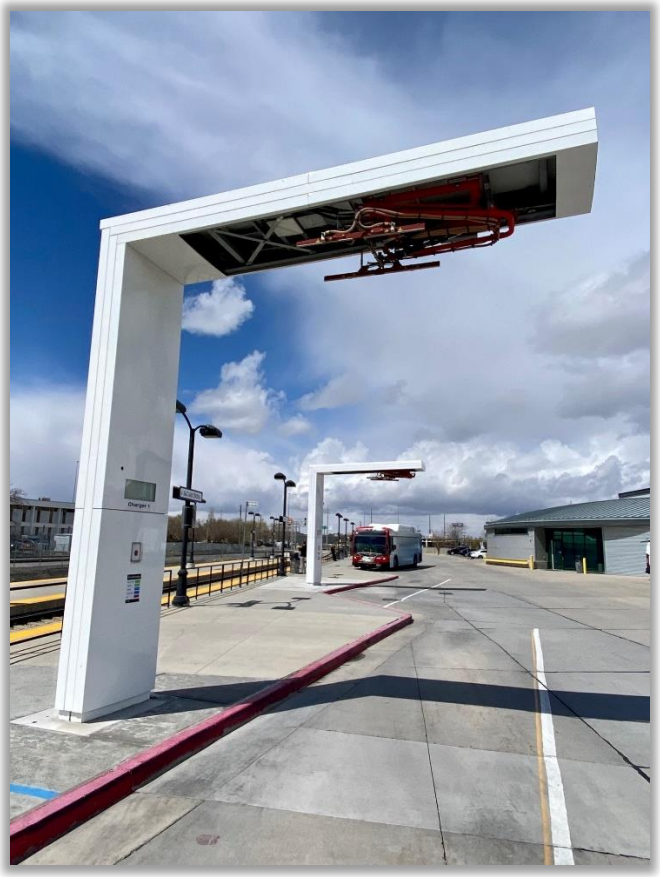

Figure 4. Overhead Chargers at the Salt Lake Central Station.

Charging infrastructure is also being installed at the Mount Ogden Business Unit as part of the facility expansion and upgrade. The charging infrastructure consists of plug-in chargers for 12 BEBs, one of them located inside the main building, the rest installed outside as shown in Figure 5.

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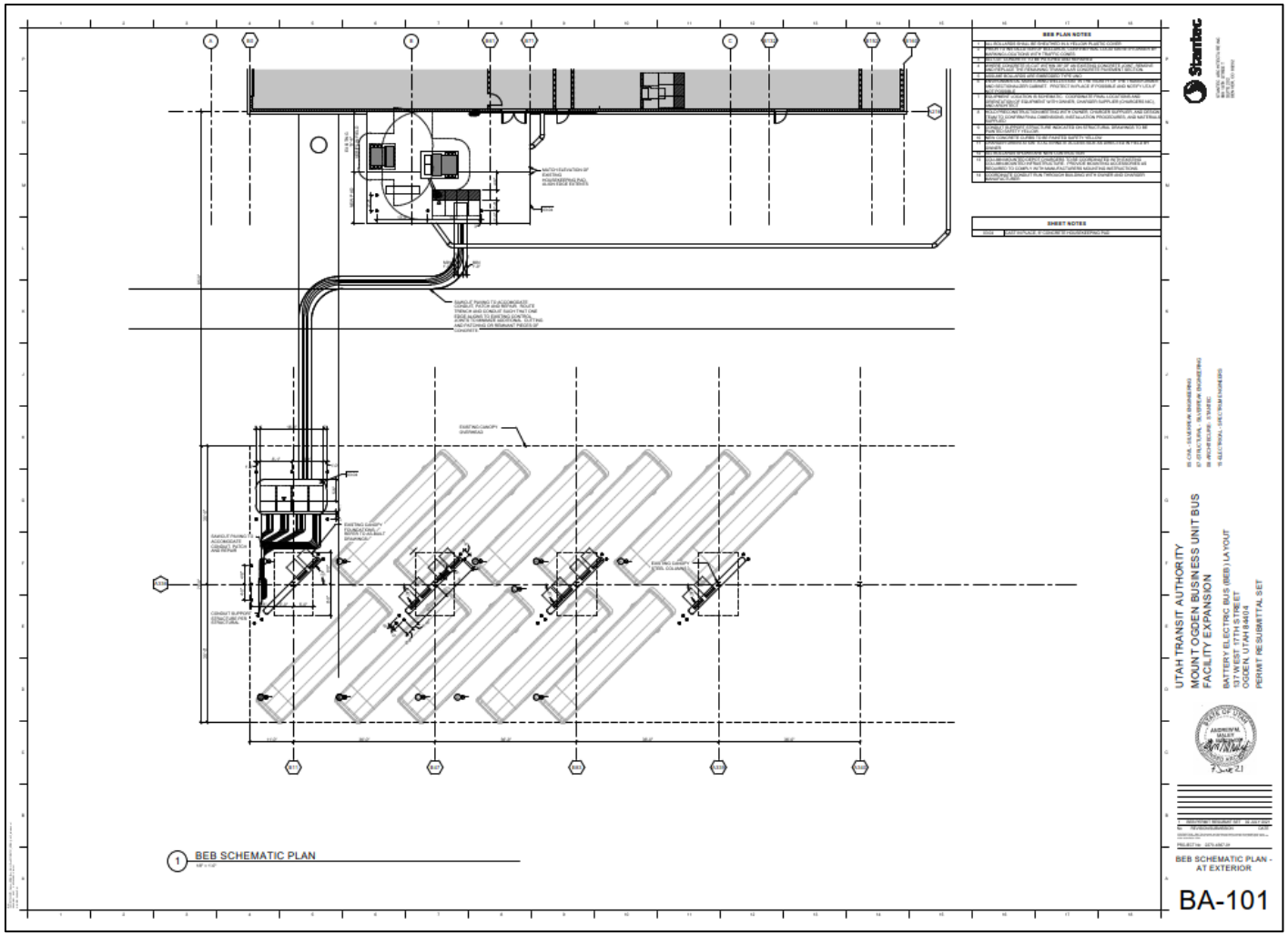

Figure 5. Charging Infrastructure Plans at Mt. Ogden Business Unit

3.2 On-going Procurement BEB and Charging Infrastructure

In April 2021, UTA signed a five-year bus procurement contract with Gillig LLC for BEBs and associated charging infrastructure. This was also a joint procurement, including UTA, Park City, and High Valley Transit (HVT).

UTA's second project for 2022 was partially funded by the Volkswagen (VW) Clean Air Act Civil Settlement through the State of Utah Department of Environmental Quality. The Base Order will furnish delivery of forty-four (44) BEBs, four (4) overhead chargers, sixteen (16) plug-in depot chargers, workforce training, special tools, and an extended warranty. The contract also has a provision for option for up to 95 additional BEBs over five (5) years. A breakdown of this order is provided in Table 1.

Table 1. BEB Base Order for Gillig BEBs and Charging Infrastructure

Quantity	Description	Order Breakdown
9	Thirty-five (35') foot BEB – Transit	Qty. 4 for HVT Qty. 5 for Park City (Now 7 with 2 options used)
20	Forty (40') foot BEB – Transit/Suburban Bus	Qty. 20 for UTA (from VW Settlement)
4	Forty (40') foot BEB – Suburban bus with commuter style interior layout	Qty. 4 for HVT
11	Forty (40') foot BEB – BRT	Qty. 11 for OGX Ogden BRT route
4	On-Route Chargers – Drop-down pantograph	Qty. 4 for UTA
16	Depot Chargers – Plug-in chargers	Qty. 5 for UTA's Mt. Ogden Business Unit for OGX. The remaining units to be split between UTA, Park City and HVT
1	Workforce Training	
1	Special Tools	
1	Spare Parts	
1	Maintenance and Training Manuals	
44	Extended Warranty	

After the base contract was executed, Park City added two (2) option vehicles to their order, leaving 93 BEBs remaining as part of the contract's options.

Delivery of the Base Order BEBs started in April 2022, at an approximate rate of one BEB per week. Table 2 and Figure 6 indicates the expected Bus fleet composition for the end of year 2022.

Table 2. UTA End of 2022 Bus fleet composition

PROPULSION TYPE	QUANTITY
Clean Diesel	466
CNG	23
Electric	14
Hybrid	34
Total	537

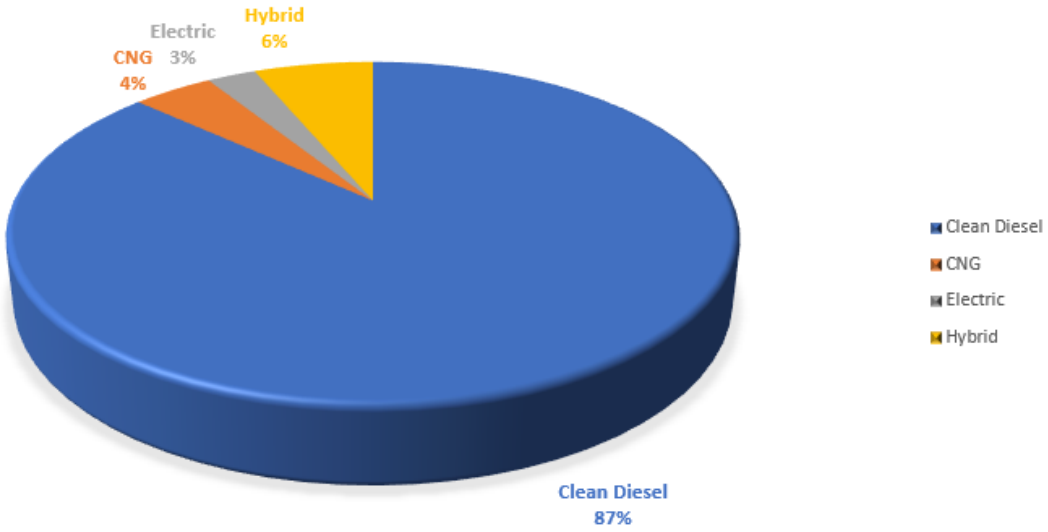

Figure 6. UTA End of 2022 Bus Fleet Composition

Figure 7. UTA Gillig 40' BEB at the APTA Mobility Conference - Columbus, OH, May 2022.

3.2.1 VW Charging Plan – Initial Evaluation

As part of the VW BEB charging plan, UTA's Operations and Planning department evaluated specific sites which were rated based on several components, including:

- The number of routes at each site based on the 5-year service plan
- Since several of the proposed locations do not currently have a transit hub/station, buildability was used to rate how quickly the charger could come online
- Similarly, land ownership was rated to give UTA-controlled property the highest points, followed by City or University of Utah owned property
- The electrical service was rated on a scale of 1-3, based on the existing conditions
- The final element considered was operator facilities
- Bus charging load balance (switch ON/OFF) based on Light Rail sub-station power requirements

The initial evaluation included the locations indicated in Table 3.

Table 3. BEB Charging Locations Screening Matrix

VW Electric Bus Charging Locations - Screening Matrix		
	Total	**Notes**
Salt Lake Central	**18**	Ideal location, existing facilities in place. Site redevelopment may affect the best locations for chargers.
North Temple Power Station (On Street)	**11**	Not ideal to have EOL on street, no operator facilities, bus turn around may be difficult.
North Temple Hub	**12**	SLC is working on planning to finalize location, more than 2-years until construction.
Orange Street	**11**	Will be built within the next 2 years. Only route 4 will serve the facility long term.
Central Pointe	**16**	Ideal location, existing facilities in place and additional service planned.
University of Utah South Campus	**11**	Ideal location, but timeline for construction is unknown.
University of Utah Medical Center	**12**	Ideal location, but timeline for construction is unknown.

An update of the VW BEB project budget status is provided in Table 4.

Table 4. VW BEB project budget status

2019 VW Award Purchase Battery (2020 Update)

Buses

Item Description	Qty.	Unit Cost	VW	UTA/Other	Total Cost
Buses	20	$ 1,000,000	$ 11,000,000	$ 9,000,000	$ 20,000,000
Radios/Farebox	20	$ 27,000	$ 297,000	$ 243,000	$ 540,000
Bus configurable/spare parts/warranty/bike rack	20	$ 68,000	$ 748,000	$ 612,000	$ 1,360,000
Project Management	4	$ 50,000	$ 110,000	$ 90,000	$ 200,000
Training	4	$ 35,000	$ 77,000	$ 63,000	$ 140,000
Tools	4	$ 15,000	$ 33,000	$ 27,000	$ 60,000
Shop Improvements	4	$ 20,000	$ 44,000	$ 36,000	$ 80,000
TOTALS			**$ 12,309,000**	**$10,071,000**	**$ 22,380,000**

Charging Infrastructure

Item Description	Qty.	Unit Cost	Partner: RMP, CMAQ, STP	UTA/Other	Total Cost
On-Route Charging Equipment	4	$ 427,000	$ 1,195,600	$ 512,400	$ 1,708,000
On-Route A&E Services	4	$ 65,000	$ 182,000	$ 78,000	$ 260,000
Depot Charging Equipment (7 units)	7	$ 160,000	$ 784,000	$ 336,000	$ 1,120,000
Depot Charger Construction Services	7	$ 80,000	$ 392,000	$ 168,000	$ 560,000
Software	3	$ 3,600	$ 7,560	$ 3,240	$ 10,800
Training	3	$ 15,000	$ 31,500	$ 13,500	$ 45,000
On-Route Contruction Services	4	$ 600,000	$ 1,680,000	$ 720,000	$ 2,400,000
UTA Project Management	4	$ 35,000	$ 98,000	$ 42,000	$ 140,000
Contingency	7	$ 125,000	$ 612,448	$ 262,500	$ 875,000
TOTALS			**$ 4,983,108**	**$ 2,135,640**	**$ 7,118,800**

VW Project Total Budget			**$ 17,292,108**	**$12,206,640**	**$ 29,498,800**

Grants and funding sources won to date	Match Amount
VW funds	$ 13,079,240
UTA	$ 14,000,000
WFRC	$ 2,500,000
Sub-Total won	$ 29,579,240

3.2.2 Base plan

The base plan developed by the Capital, Service, and Operations Planning is to install the chargers at the following locations:

- One charger station at Salt Lake Central Station
- One charger at the Orange Street End-of-Line Facility
- Two chargers at Central Pointe Station

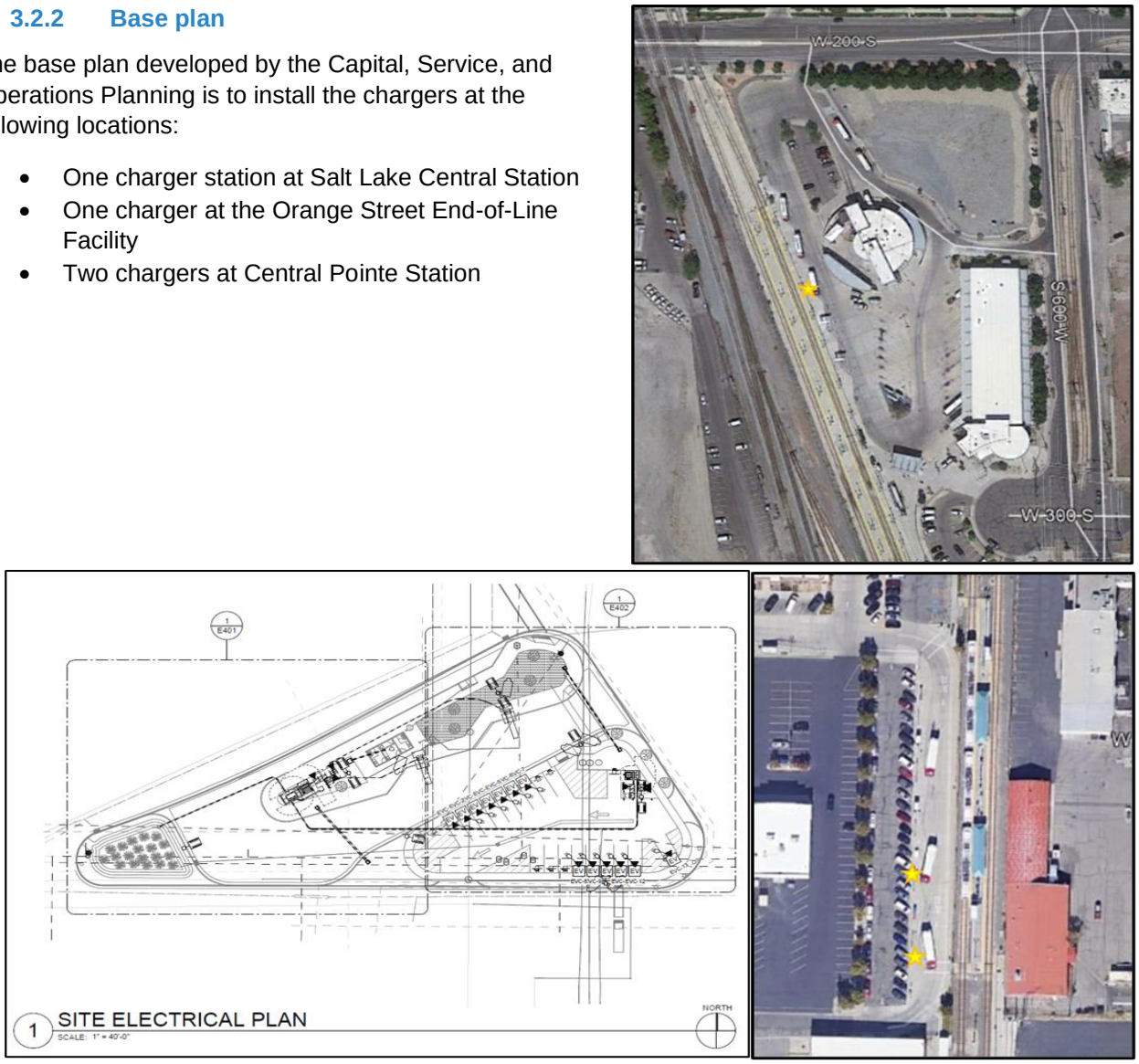

Figure 8. Charger installation locations

The buses have also been proposed to be used on the Westside Express project if the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant funds are received. If so, the four chargers will be installed at the following locations:

- One charger at Salt Lake Central Station
- Two chargers at 5600 W. Old Bingham Hwy Station
- One charger at the Orange Street End-of-Line Facility

Figure 9. West Side Express Charging Station Project

Other Charging locations:

UTA is also working with High Valley Transit (HVT) to implement electric buses on the Park City – SLC Connect Service. UTA currently operates bus service to Park City as part of an interlocal agreement that outlines service expectations and funding responsibilities. UTA and HVT are working to transition the responsibility for owning, operating, maintaining, and funding this service to HVT. As part of this effort, UTA is supporting the development of two on-route chargers. One will be constructed at UTA's Wasatch Blvd. & 3900 South Park and Ride, which will be the transfer point between the two services. UTA will operate and maintain this charger. UTA is also supporting HVT in building a charger at their Kimball Junction hub, which HVT will operate and maintain.

3.3 Initial Service and Route Analysis

UTA partnered with the National Institute for Transportation and Communities (NITC) to conduct an analysis titled: *Bi-objective Optimization for Battery Electric Bus Deployment Considering Cost and Environmental Equity*. As indicated by its title, the analysis was conducted with two objectives. The first objective is to minimize the cost of purchasing BEB and installing both on-route and in-depot charging stations while maintaining current bus schedules. The second objective is to maximize environmental equity by incorporating the disadvantaged population in the decision-making process.

The developed bi-objective spatiotemporal optimization model and the result are integrated via a unifying interactive visualization platform to support querying, navigating, and exploring various BEB deployment scenarios. The platform allows users to explore the designated buses

to be replaced with BEBs with their customized inputs, the siting of corresponding charging stations, and the impacts of various BEB deployment strategies in terms of cost and environmental/social benefits. Only empirical data was used but the platform can be refined as actual data is gathered from the BEB currently in service. As part of this analysis, several BEB deployment scenarios were explored. The outputs of the platform are the corresponding parameter for each of the scenarios analyzed, e.g., charging station locations.

Typical BEB analysis focuses on cost or environmental benefits associated with the deployment of BEB fleets. This analysis also considered social equity as many transit-dependent communities served by UTA tend to suffer the most from poor air quality as they often reside in areas with a high concentration of air pollutants. Replacing diesel or Compressed Natural Gas (CNG) buses with BEB vehicles in these neighborhoods further improves environmental and social equity.

For this analysis, a mathematical model was developed, which considers the different parameters, decision variables, and constraints necessary to meet the two objectives established for this analysis. However, no single solution exists that simultaneously optimizes both goals. Increasing the budget will likely lead to more BEB deployment, thus improving environmental equity.

a. The bus considered for the analysis is the New Flyer XC 40', and actual performance data gathered from service operations were used in the mathematical model. Some of these parameters are:

b. Driving range varies from 62 – 200 miles in the winter.

c. Driving range varies from 75 – 294 miles in the summer.

d. Electric heater can take up to 50% of battery consumption.

e. Air conditioning can take a considerable amount of battery consumption, but less than 50%.

f. Considering the steep elevation rise along the UTA routes, a safe 62 miles range assumption is used.

g. Standard on-route charging time is 10-13 minutes, no partial charging is assumed in this study. Thus, only terminals in which any bus dwells more than 10 minutes are deemed as potential sites for building on-route charging stations.

Under these parameters and assumptions, the following was found:

- There are 114 buses in UTA's fleet of 467 with daily mileage less than 62, indicating no on-route charging is needed. An estimated 51 buses will run out of battery power before charging due to the long distance between stops.
- This results in 71 potential charging stations for the study area. In addition, four bus garages on the Wasatch Front are qualified as in-depot charging stations for overnight charging without space limitations (refer to Figure 10).
- Among the remaining 302 buses operated by UTA on weekdays, 82 cannot be fully charged because they dwell less than 10 minutes at any terminals, which means they are not qualified as replacements given the current parameters.
- It leaves 220 buses in total that require in-depot charging and on-route charging.

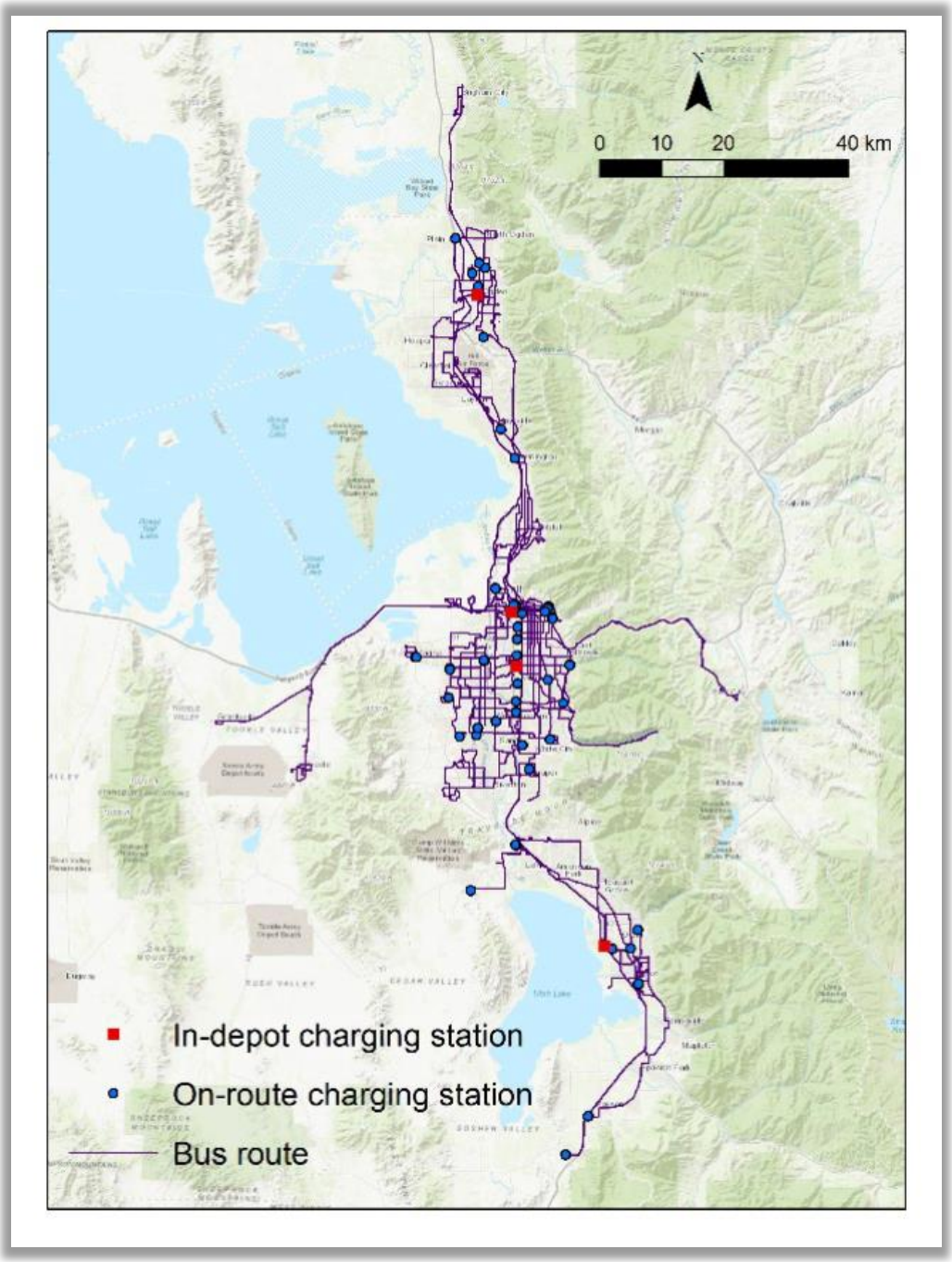

Figure 10. Study Area

3.4 Low-Income Population

The analysis assumes that low-income populations depend heavily on public transit for mobility and fulfilling their daily activities. Population groups with incomes ranging from $0 to $34,999 are considered low-income in Utah, refer to Figure 11.

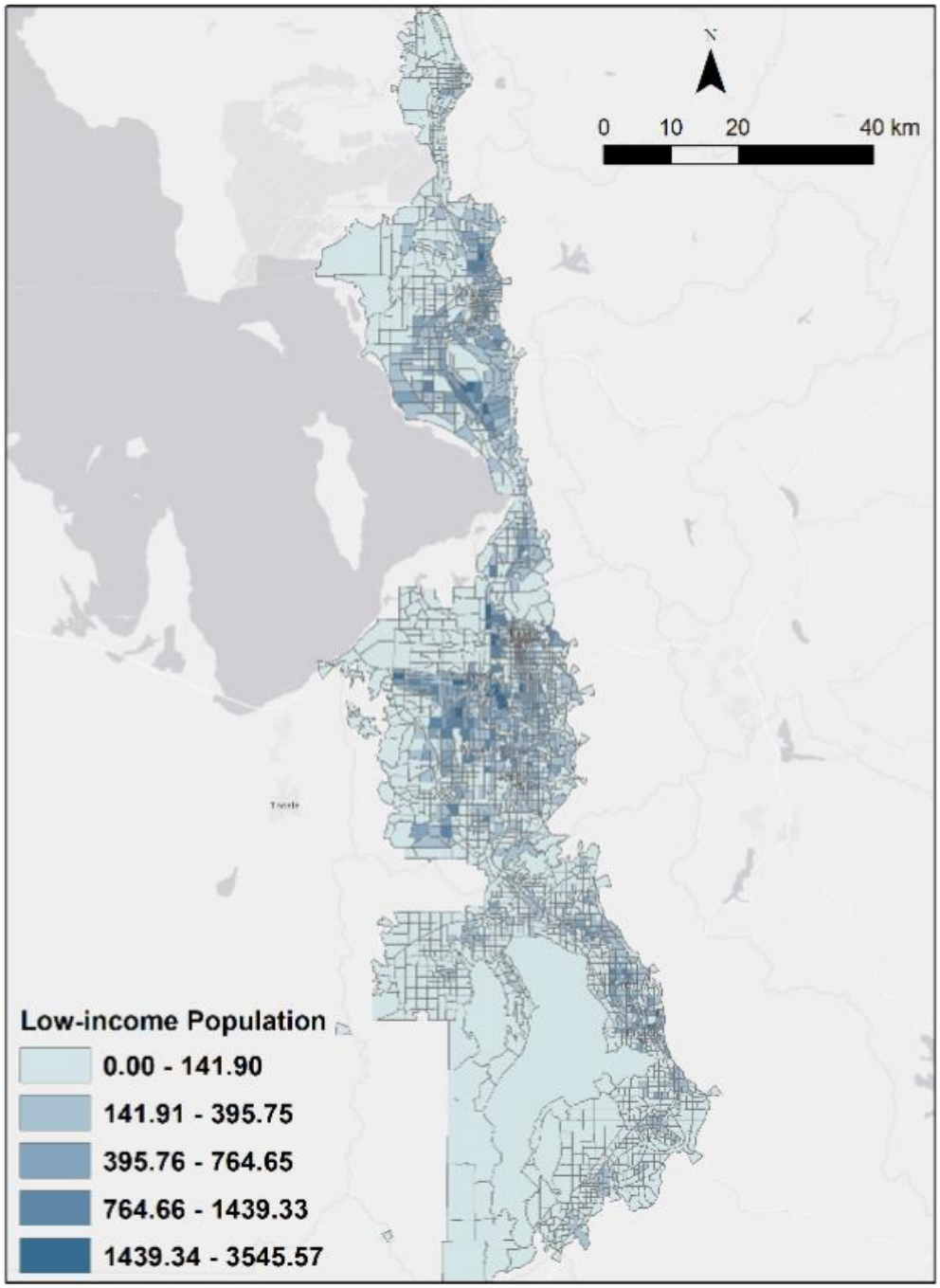

Figure 11. Distribution of Low-Income Populations

3.5 Air Pollution Data

Air pollution data was collected to model the environmental equity outcomes resulting from BEB deployment. UTA obtained this information from PurpleAir, an air quality monitoring network built on a new generation of laser particle counters that provide real-time measurement of Particulate Matter (PM) PM1.0, PM2.5, and PM10 (particulate air pollution size measured in µg/m³, where µg/m³ is micrograms of gaseous pollutants per cubic meter of ambient air). There are over 400 public sensors distributed across Utah. Figure 12 shows a sample screenshot for PurpleAir Air Quality Index (AQI) reading in Utah on April 8th, 2020.

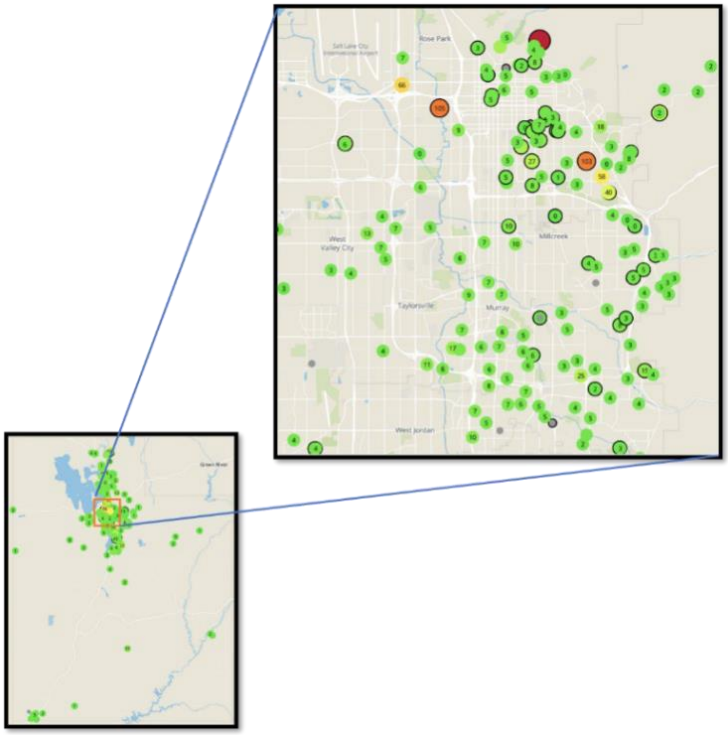

Figure 12. Sample Screenshot of PurpleAir Sensor Distribution in the State of Utah on 04/08/2020

Data retrieved PM2.5 concentration from all sensors in the state of Utah from October 1st to October 14th, 2019 and calculated the average for each site. The data was further processed to interpolate the pollutant level at the unit of Traffic Analysis Zone (TAZ).

This analysis focuses on deploying BEBs so that the low-income populations who are exposed to the worst air conditions can be given priority. To this end, the concentration of PM2.5 (µg/m³) is treated as the indicator of air pollution level in this study. Figure 13 shows the resulted average PM2.5 concentration delineated by TAZ. Comparing Figure 11 and Figure 13, it is noted that most of the low-income population resides in TAZs with higher PM2.5 concentration. For example, in central Salt Lake City, where PM2.5 concentration is the highest, there is a cluster of TAZs with a larger low-income population, accounting for more than 50% of the total low-income populations in the studied region. Also, the area to the east of the Great Salt Lake shows similar patterns where low-income populations reside in areas with a higher concentration of PM2.5.

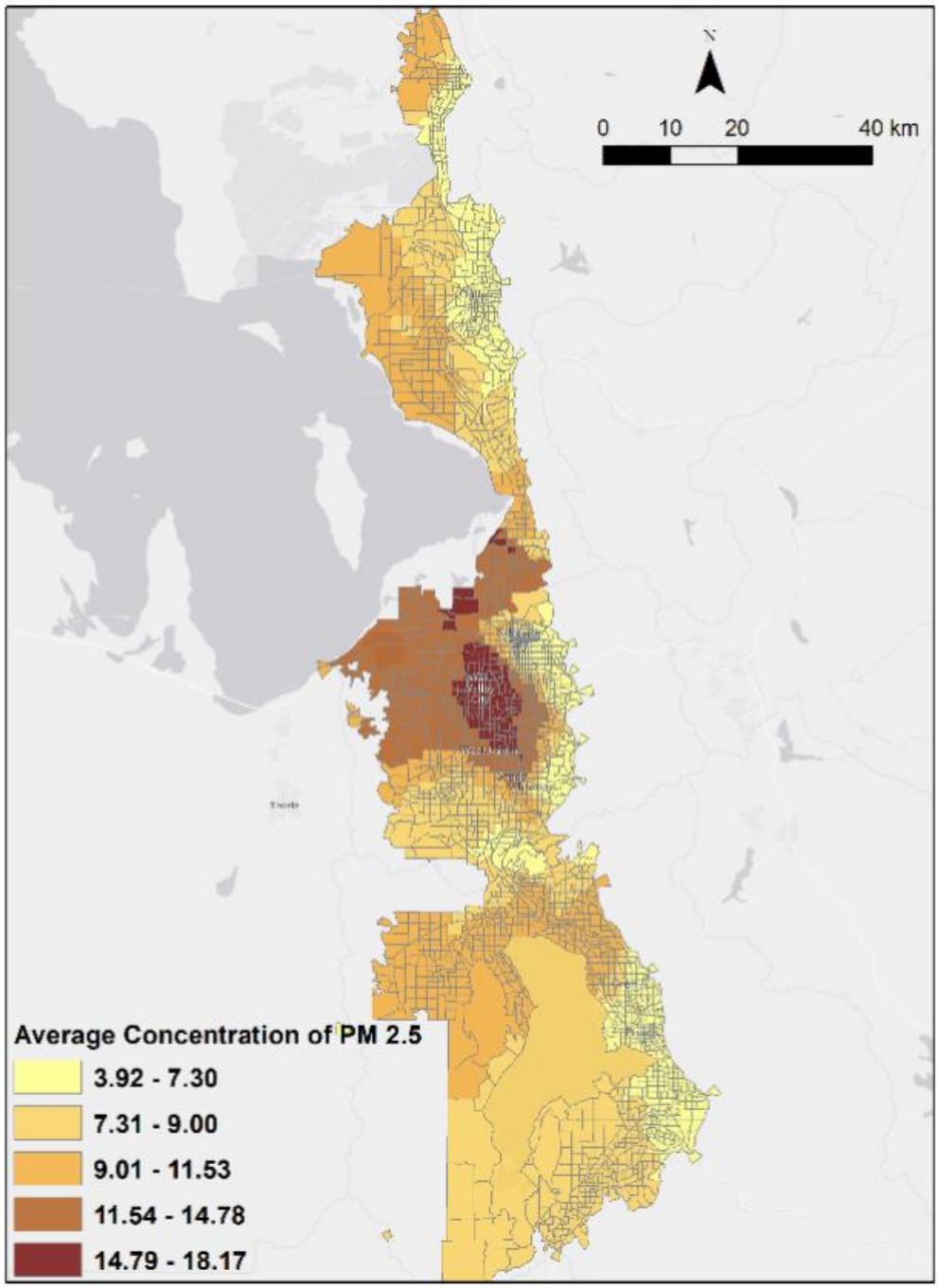

Figure 13. PM2.5 Concentration delineated by TAZ for Utah

3.6 Results and Analysis

The intention is to identify the trade-off between environmental equity and cost incurred by replacing the current fleet with BEBs. Different deployment plans can be presented by varying budget constraints/funding availability. Each plan would produce the set of locations for charging stations and replaced buses, given a fixed budget and the maximum environmental equity it could yield. Figure 14 shows the trade-off curve between budget and environmental

equity each unique plan could produce. There is a clear positive correlation between budget and environmental equity. As the budget increases, the number of buses applicable for replacement goes up as well as the number of on-route and in-depot charging stations.

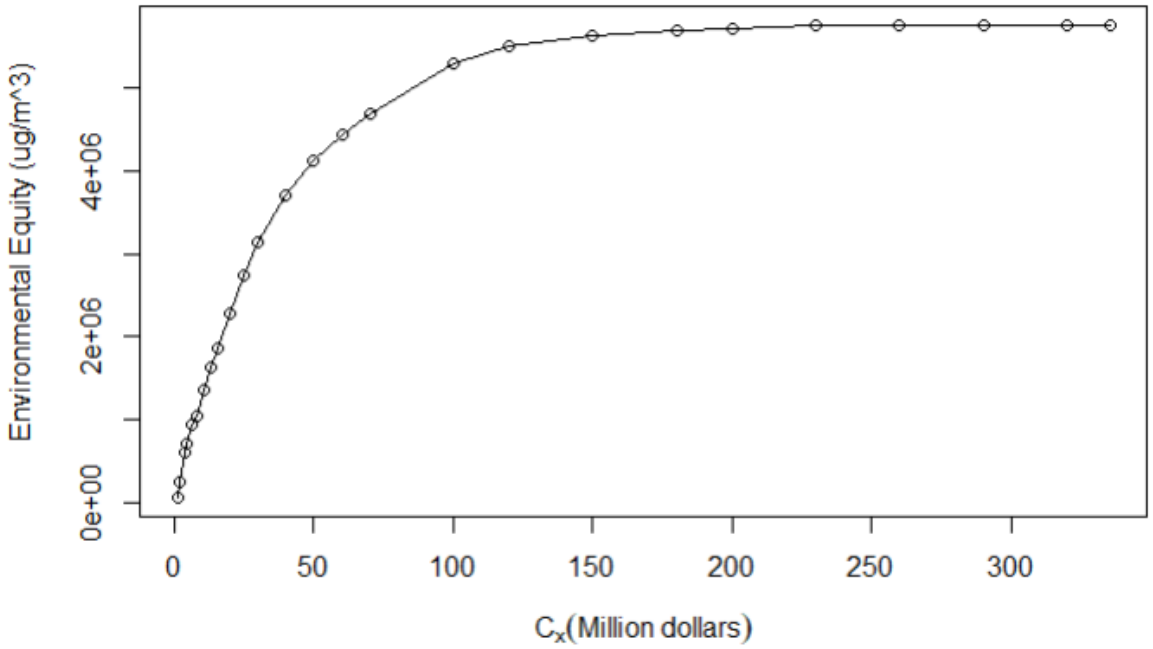

Figure 14. Trade-off Curve between Cost and Environmental Equity

Based on the analysis done as part of this study, out of a fleet of 467 buses, 51 buses will run out of battery power during service due to the long distance between stops, and 82 buses cannot be fully charged because their dwell time is less than 10 minutes at any terminals, which means they are not qualified as replacements given the current parameters (on-route chargers installed only at terminals, and a 10 minutes minimum dwell time at terminals).

Therefore, out of the 467-bus fleet, potentially 334 buses are eligible for replacement to BEB. Out of the 334 BEBs, 114 do not require on-route charging stations as their daily mileage is less than 62. The maximum environmental equity achievable would correspond to the scenario where all 334 buses are replaced with BEBs. Such a scenario requires 46 on-route charging stations and 112 in-depot charging stations. The total cost for BEBs and charging stations would approximately be $335.366 million, whose environmental equity reached is 5.76 × 106 $\mu g/m^3$, as seen in Figure 14.

Figure 15 shows the deployment plan while the budget is set as $25 million, which is approximately 13% of the total cost for replacing all buses. The environmental equity achieved is 2.75 × 10^6 $\mu g/m^3$., which is around 47.7% of the scenario when all buses are replaced with BEBs. While the Budget is $25 million, 26 buses are replaced, two on-route charging stations and nine in-depot charging stations are built. These 26 buses all require on-route charging and serve 11 routes whose distances range from 6.88 miles to 18.90 miles with an average of 11.48 miles. The two on-route charging stations are sited at West Valley Central Station (3650 S 2880 W) and Millcreek (Wasatch Blvd at 3900 S). The daily mileage of the buses ranges from 161.89 miles to 263.33 miles, with an average of 202.98 miles.

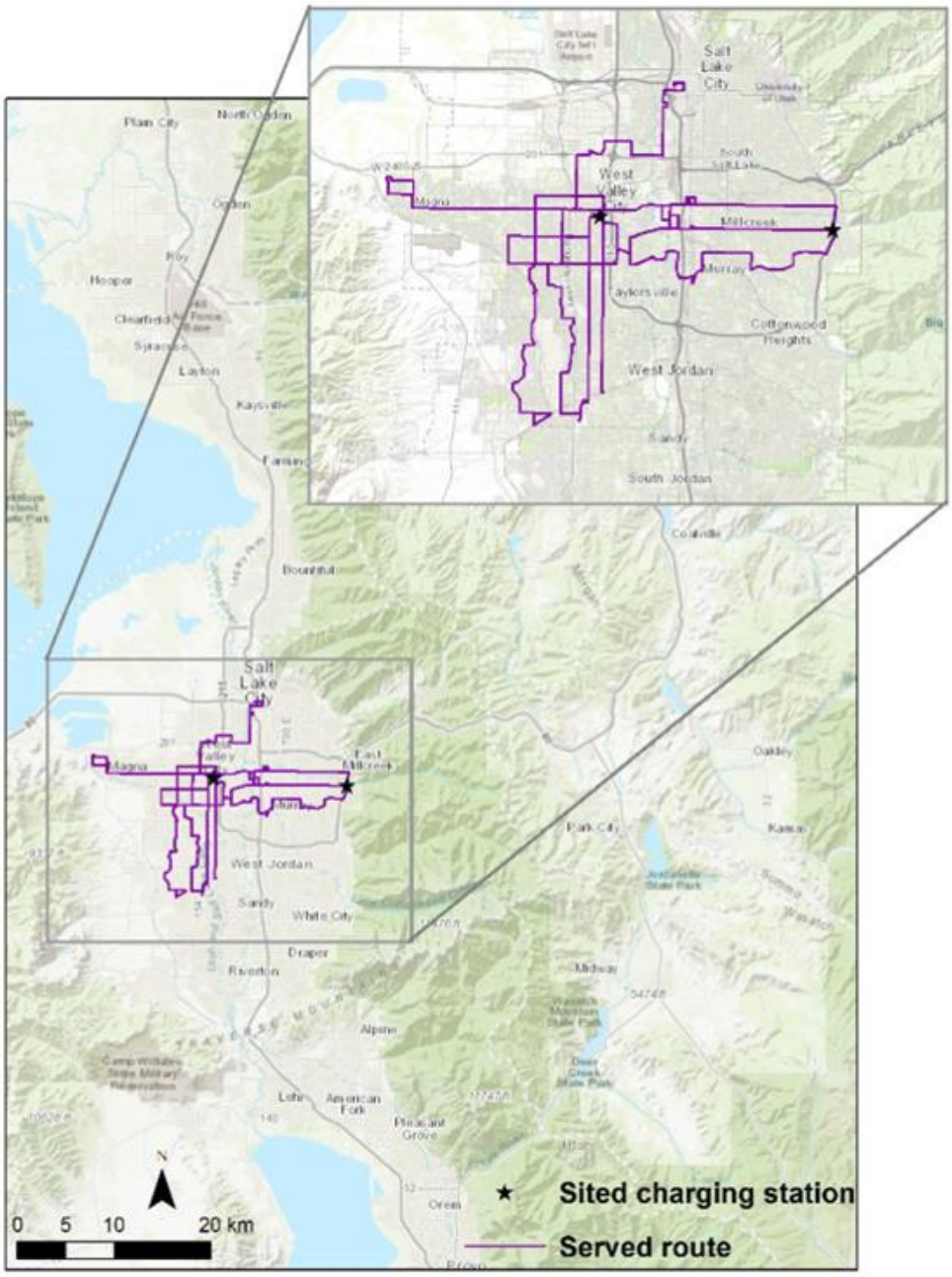

Figure 15. BEB Deployment when the Budget is set at $25 million

If the budget is set at $60 million, 63 buses will be replaced with BEBs while five on-route charging stations and 21 in-depot charging stations will be built. Figure 16 demonstrates the actual deployment plan. It brings 4.44 × 106 μg/m³ environmental equity outcome, which is 77.1% of the total environmental equity that the system can possibly achieve. Two out of five on-route charging stations are built at Millcreek (Wasatch BLVD at 3900S), while the other three are located at three different terminals in West Valley Central Station (3650 S 2880 W), North Temple Station (490 W 240 N), and Salt Lake Central Station (300 S 600 W). The 63 buses replaced serve 20 routes whose distances range from 5.45 miles to 18.90 miles, with an

average of 10.63 miles. The daily mileage of the 63 buses ranges from 62.78 miles to 263.33 miles, with an average of 176.20 miles.

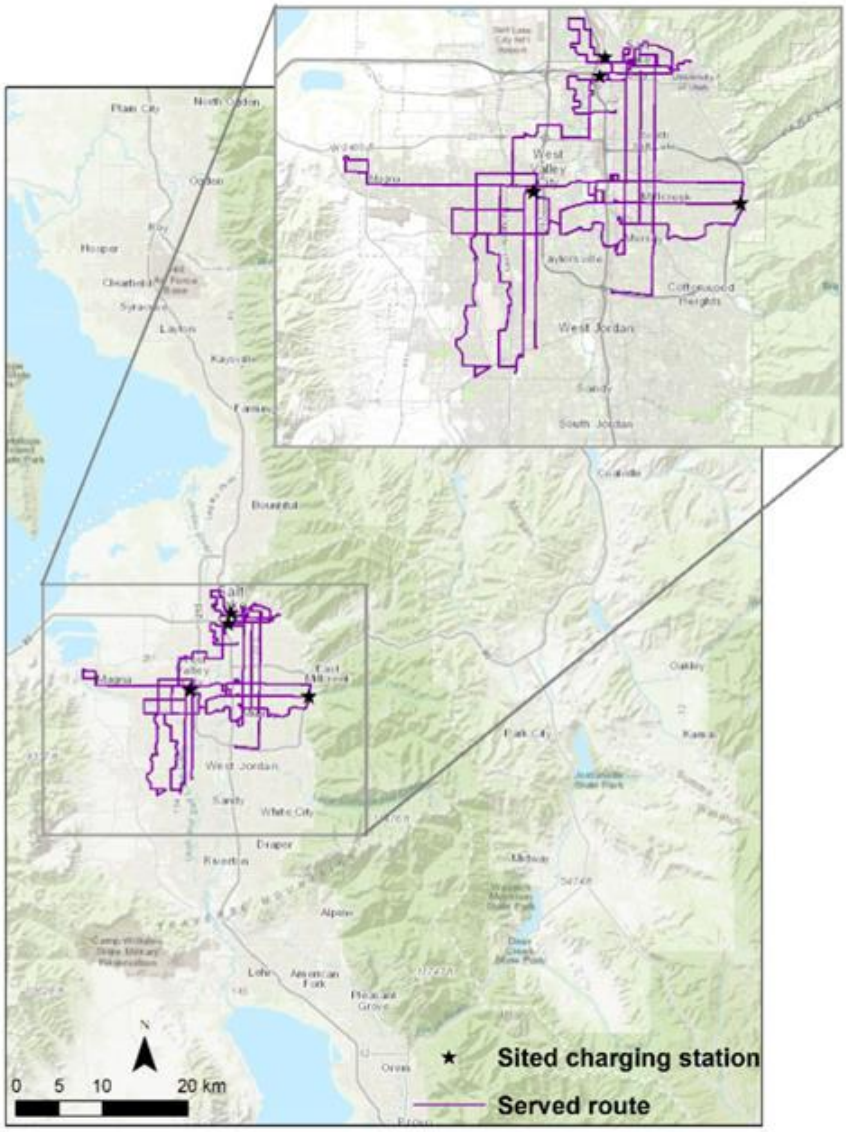

Figure 16. BEB Deployment Plan when Budget is set at $60 million

Furthermore, if the budget is raised to $120 million, 122 buses will be replaced with 14 on-route charging stations and 41 in-depot charging stations built. This option brings 5.51 × 106 μg/m³ environmental equity and accounts for 95.7% of the total. As shown in Figure 17, the 14 on-route charging stations are located across the region in Millcreek, West Valley, Salt Lake, South Salt Lake, Sandy, South Ogden, Orem, and Murray. The 122 buses replaced serve 32 routes whose distances range from 5.45 miles to 23.15 miles, with an average of 11.53 miles. The daily mileage of the 122 buses ranges from 62.78 miles to 263.33 miles, with an average of 170.52 miles. The increase in environmental equity brought by replacing additional BEBs drastically declines because buses that could reach the most environmental equity are already included in the first 63 buses. If we continue to raise the budget to $200 million, 99.3% of the total environmental equity will be reached, with 203 buses replaced and 24 on-route charging stations, and 68 in-depot charging stations built.

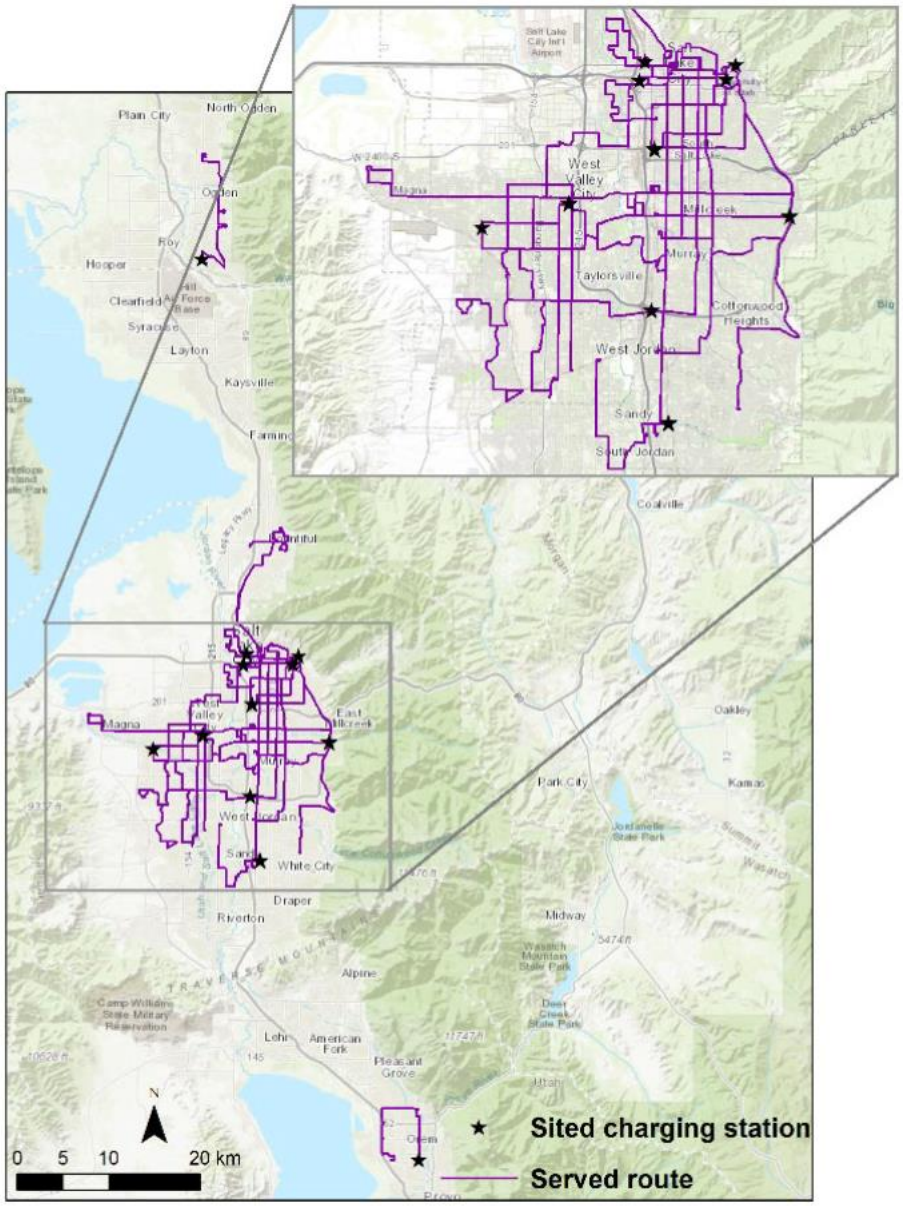

Figure 17. BEB Deployment Plan when Budget is set at $120 million

3.7 Actual Data

In addition to the mathematical model and simulation of various BEB deployment scenarios, UTA continues gathering field data from the BEB fleet telematics. Some of the key information being collected and analyzed includes the charge and discharge performance of the batteries and the different battery ranges obtained from running the BEB through different types of routes and during various times of the year to ensure the extreme temperature ranges experienced in the region are represented. Figure 18 shows a sample graph that provides information related to the state of charge of a battery and odometer miles during an entire day of operation. In this example, the bus completed a 170 miles trip on March 8th, 2022.

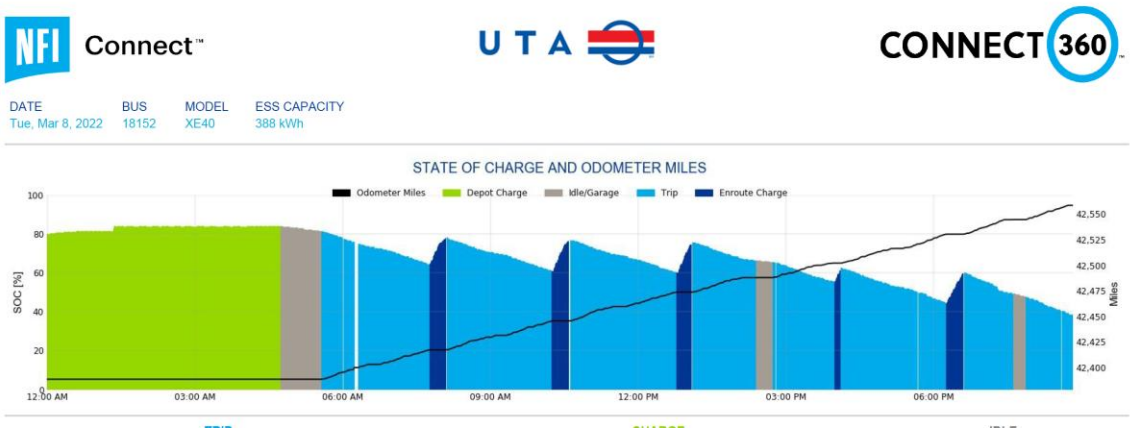

Figure 18. Bus 1852 Sample State of Charge and Miles Traveled vs. Time

Some of this real-world data has been used to inform the mathematical model, as it is known that battery range varies based on the bus operating conditions. For example, Figures 19 and 20 show the difference in energy consumption when running a BEB during the month of October (79.94 °F average ambient temperature) vs. running a BEB during the month of November (52.32 °F average ambient temperature). As can be seen in the graphs, the use of electrical heater for passenger comfort during the trip in November uses 38% of the battery capacity, which results in an average energy consumption of 2.88 kWh/mile (26.00 kWh/hour). On the other hand, less energy was consumed in October when interior heat was not used, 1.71 kWh/mile (16.47 kWh/hour).

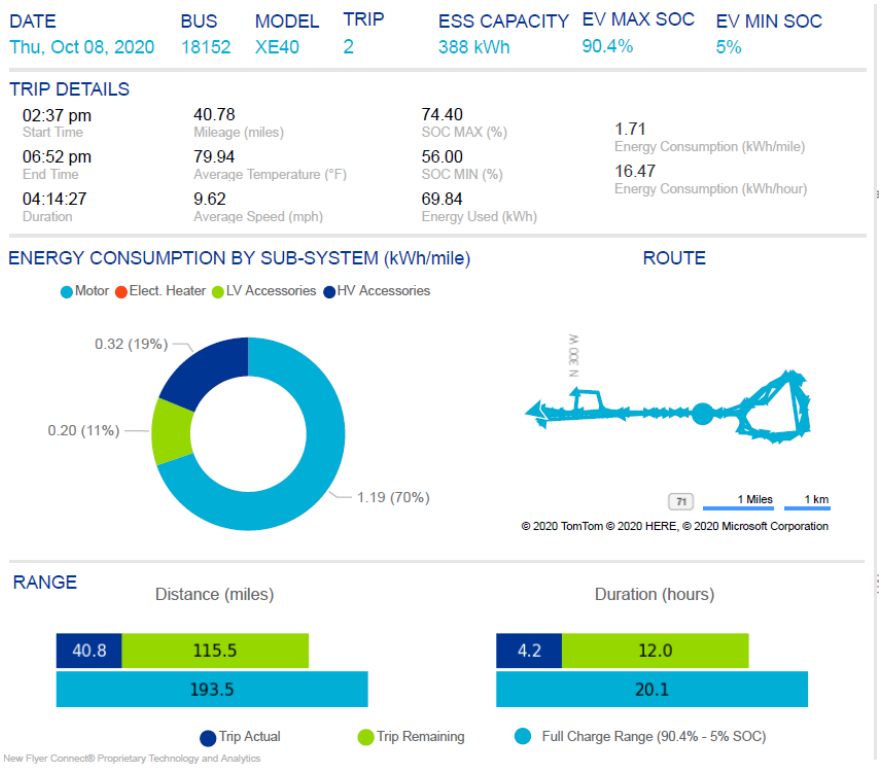

Figure 19. Energy consumption data of BEB operated in October 2020

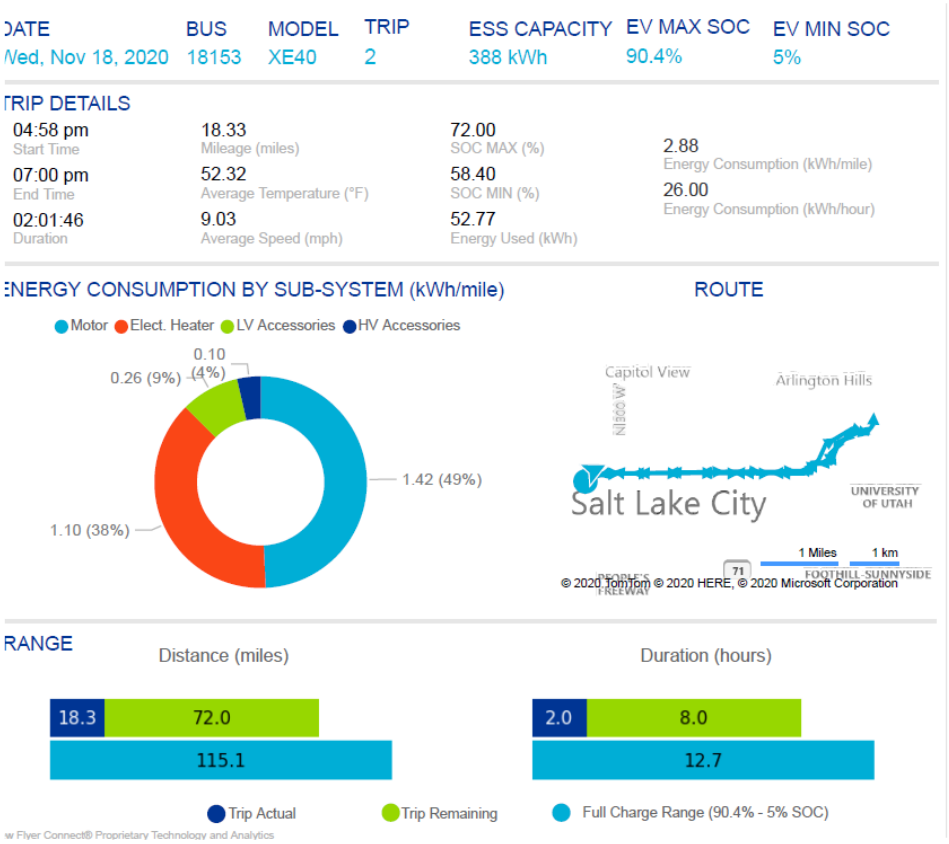

Figure 20. Energy consumption data of BEB operated in November 2020

3.8 Service and Route Analysis Next Steps

UTA will continue gathering information from the telematics systems of the BEB fleet and charging infrastructure to better understand and continue learning about the equipment performance under different operating conditions. This information will continue to be used to inform the mathematical model. The objective will be to continue refining the model by adding other variables that highly impact the performance of the vehicles. These additional variables will include topography, passenger load, different traffic conditions, on-route charging, and weather conditions. The plan is to incorporate further goals other than budget and environmental equity to make the system robust, efficient, and effective. These goals can also be prioritized at different stages for UTA to make informed planning-level decisions according to our short-term and long-term goals.

Additionally, UTA will consider the rapid increase in technology performance to refine the model as these improved technologies become commercially available. Also, UTA will evaluate other emerging technologies for consideration and potential implementation, e.g., wireless charging system.

4 Utility Provider Partnership

Utah Transit Authority entered a cooperative partnership with Rocky Mountain Power (RMP) in September of 2020. This partnership is intended to lead to the discovery of innovative solutions to the shared concerns of public safety, equal access and opportunity, air quality, and the demands of population growth. In addition, both parties are committed to responsibly using clean energy to power Utah's future, collaborating in joint consideration of a range of projects and opportunities.

Table 5 below summarizes the collaborative initiatives both parties intend to pursue under this partnership.

Table 5. Partnership Collaborative Initiatives

Energy Efficiency	Electric Vehicles	Electrical Infrastructure	Grid Resilience	Research and Grants
Wattsmart Program	Electric Buses	Bus & Car Charging Stations	System Redundancy	Vehicle Drive System
Power Usage Evaluation	FrontRunner Electrification	Power Storage and Substations	Smart Grid	Batteries and Peak Demand Management
Upgrading Old Systems	Autonomous Vehicles	Rail Expansion and Electrification	Solar-supplemented Grid	Grant Initiatives
		North Temple Transit Hub		
Clean and Efficient Energy Partnership Opportunities				

4.1 Energy Efficiency

UTA and RMP strive each day to reduce wasteful energy consumption. The transportation sector is one of the largest contributors to energy consumption in the United States. With assistance from RMP, UTA intends to manage its power usage better and achieve the highest energy efficiency standards in the industry.

4.1.1 Wattsmart Program

This program has helped and can continue to help UTA finance the installation of new energy-efficient equipment. RMP's Wattsmart program provides business cash incentives for installing electrical systems and equipment that meet the highest energy efficiency standards. Both UTA and RMP strive to conserve energy wherever possible to encourage others to find mindful of their energy consumption. Saving energy by using energy-efficient equipment helps Utah grow sustainably into the future.

4.1.2 UTA Power Usage Evaluation

With the aid of RMP energy experts, UTA can evaluate its energy usage to find areas where energy can be used more efficiently. Together, UTA and RMP can create an energy management plan to implement innovative solutions to increase energy efficiency.

4.1.3 Upgrading Outdated System

UTA carries out routine preventative maintenance of its electrical equipment (e.g., signaling equipment, train and bus repair shop equipment, wayside storage, and distribution systems) to increase its lifespan and ensure everything is in safe and working order. As electrical systems age and become outdated, however, they need to be replaced with new equipment. Rocky Mountain Power energy experts can help UTA identify outdated systems and plan to replace the systems with the most up-to-date equipment.

4.2 Electric Vehicles

Currently, diesel buses comprise just over 85% of UTA's bus fleet. By 2040, UTA intends to reduce the number by approximately half of the fleet. A combination of CNG and BEBs will replace these buses. UTA is also considering electrifying paratransit buses, vanpool vans, on-demand service vehicles, white fleet vehicles, and eventually FrontRunner (commuter rail). The significant increase in Electric Vehicles (EVs) will require power storage upgrades and an expanded network of charging stations. One of UTA's goals is to improve air quality, and EVs allow UTA decrease its carbon emissions significantly. With the help of Rocky Mountain Power, this electric vision can be made possible.

4.2.1 Electric Buses

With help from federal grants and interagency partnerships (including RMP), UTA has acquired five electric buses which have been in operation since late 2018. Electric buses are a big step toward promoting clean energy in Utah. UTA was awarded funding from the Volkswagen settlement for the incremental cost of purchasing 20 BEBs. Bus rapid transit (BRT) is an effective means of mass transit. Future BRT projects could use electric buses if funding is available. The Ogden BRT project is moving forward to acquire 11 electric buses and charging infrastructure. Working with Rocky Mountain Power to secure funding for the vehicles and charging equipment will ensure progress towards more zero-emissions vehicles.

4.2.2 FrontRunner Electrification

The 2018 Future of FrontRunner report outlines plans to eventually electrify FrontRunner. There are several ways a train can be electrified, but the most effective method is to combine the locomotive and passenger cars into electrical multiple units (EMUs) powered by overhead catenary wires. This configuration removes the need for a separate locomotive and is like the system currently used for Transit Express (TRAX) light rail, but at a larger scale. In California there is a comparable example where Caltrain is replacing their existing diesel fleet with new

Stadler Kiss bi-level EMUs manufactured locally at Stadler's Salt Lake City, Utah facility. The extensive infrastructure implications of electrifying FrontRunner would require close collaboration between UTA and Rocky Mountain Power early in the planning and design phases of the project.

4.2.3 Autonomous Vehicles

There is a growing trend in America towards adopting of autonomous vehicles, which can drastically decrease the number of traffic-related deaths. UTA has experimenting with autonomous vehicles to study how they can enhance people's accessibility to transit by shuttling them to and from transit stops, thus tackling the first-mile last-mile problem of transit accessibility. Potential future use cases include automated microtransit and Automated Bus Rapid Transit (A-BRT). Assuming the autonomous vehicles would be electric, a partnership between UTA and Rocky Mountain Power would make the planning, design, and installation of necessary charging infrastructure a much smoother process.

4.3 Electrical Infrastructure

Electrical power networks are the lifeblood of modern civilization. Almost every aspect of daily life, including transportation, is made possible through this electrical infrastructure. UTA needs to maintain a robust electrical infrastructure for TRAX to move people safely and reliably to their destinations. UTA is also in the process of electrifying a third of its bus fleet and eventually FrontRunner. Establishing an efficient system to power these vehicles is one of UTA's top priorities. A partnership with RMP is essential to ensuring these systems are implemented effectively.

4.3.1 Bus and Car Charging Stations

As UTA obtains more electric buses and possibly electric vanpool vans, paratransit buses, and support fleet vehicles, major investments will need to be made in charging infrastructure. Large-scale charging stations and high-capacity electrical storage are needed to maintain consistent power to the fleet vehicles. UTA also hopes to install EV charging stations at park and ride facilities and other UTA facilities. By doing this, UTA hopes to join RMP in supporting the Live Electric community partnership. These added amenities allow partnering with Transportation Network Companies (TNC) that use EVs, like Lyft and Uber, to provide customers with free rides to and from transit stations. Partnering with Rocky Mountain Power will ensure that these systems are integrated into the existing electrical infrastructure without compromising the electrical grid's stability.

Since 2019 UTA has operated UTA On Demand microtransit service through a public-private partnership. The microtransit service is powered by UTA's business partner, VIA Transportation, Inc. (VIA). Currently VIA's vehicle fleet consists of Toyota Sienna minivans, Chrysler Voyager minivans, and includes wheelchair accessible vans of both models. All the current vans are gasoline powered. UTA and VIA representatives are developing a plan to integrate clean, zero-emission electric vehicles into the microtransit fleet to gradually replace all gasoline powered vans. While the initial electric vehicle capital expense is higher, expected future operating benefits of this transition should include lower fuel costs and lower ongoing maintenance expenses. This partnership creates opportunities for more electric vehicle projects in the future.

4.3.2 Power Storage and Substations

As UTA expands its network of TRAX, FrontRunner, and streetcar lines, additional substations and power storage facilities need to be built to power the vehicles. Some of the initial TRAX system lines have already expanded to the point where the original substations are insufficient and need to be upgraded. A thorough assessment of existing and future electrical infrastructure will identify locations where upgrades are needed most. Having RMP as a project partner and financial contributor for these infrastructure improvements will help keep these systems in excellent condition.

4.3.3 Rail Expansion and Electrification

UTA's 2040 Strategic Plan includes expanding TRAX and FrontRunner lines, including Frontrunner extensions to Brigham City and Santaquin and TRAX extensions to Lehi and southwest Salt Lake County. As mentioned above, extending rail lines requires large-scale electrical infrastructure investments. All TRAX lines are powered solely by electricity, and eventually, FrontRunner will also run on electricity. Partnering with Rocky Mountain Power during the planning phases of these projects is essential to ensure sufficient electrical infrastructure expansions can reasonably be constructed.

4.3.4 North Temple Transit Hub

UTA is interested in developing a transit hub in the area of the North Temple Power Station light rail platform. Salt Lake is doing a study to identify the location. Depending on the final site selection UTA may be interested in purchasing or leasing property from RMP. This property may have the potential to be used for a transit hub that would facilitate electric buses and their needed charging infrastructure. Having this facility would help UTA implement clean energy transportation for the west side of SLC.

4.4 Grid Resilience

The transportation sector takes its place as one of the largest energy consumers. While petroleum-based fuels are currently the most common energy source for vehicles, a transition to EVs is underway and is becoming a more popular choice. Rapid adoption of EVs will put an unprecedented strain on the electrical grid. Consequently, UTA is seeking grid resilience solutions to prepare for the increased electricity use at UTA's various facilities. With RMP, UTA can employ system redundancy, smart grid, and renewable energy strategies to maintain a stable electric grid.

4.4.1 System Redundancy

Electrifying buses and trains can pose risks to reliable public transportation if a resilient power system is not in place. For example, if the power goes out during an emergency, vehicles would not be able to run their routes, leaving many people stranded. A partnership with RMP would help UTA establish system redundancy and backup power sources to mitigate the adverse effects of a power failure.

4.4.2 Smart Grid

Advancements in sensor and data collection technologies have given rise to the possibility of constructing a smart grid. As these sensors are installed in more and more electricity-consuming devices, appliances, and vehicles, the electrical grid can become a two-way communication between energy providers and consumers. RMP could use this real-time energy usage data to manage its energy resources more efficiently. UTA can install smart grid

capabilities in its electric vehicles and equipment to construct a reliable and efficient smart grid to be more environmentally responsible.

4.4.3 Solar-Supplemented Grid

Enhanced grid resilience can be achieved by adding solar power as an additional energy source. Solar power has the flexibility of being produced on- or off-site and can be produced virtually anywhere via photovoltaic cells. Generating power on-site is an excellent way to sustain an ample reserve of backup energy and can reduce strain on the energy grid at peak usage times. In 2013, RMP's Blue Sky Program funds were used to construct four (4) solar-powered TRAX stations on the Green Line. With the help of RMP and its Blue Sky Program, UTA can implement solar power generation at more TRAX stations and facilities such as the future Depot District Clean Fuels Technology Center.

4.5 Research Grants:

UTA is constantly seeking new opportunities to research cutting-edge ideas and technology to improve transit performance and the quality of life for members of the community. UTA seeks grants and other funding from various public and private programs to keep up with the latest advancements in transportation technology. UTA and RMP has some overlapping research interests, therefore, a partnership in this area could help both parties secure research funding. Currently, UTA and RMP in cooperation with Utah State University have a project underway to evaluate and mitigate the grid impacts of adding BEBs to the Salt Lake Central Station. This work was completed in 2021.

4.5.1 Vehicle Drive System

Since diesel and gasoline engines have historically been the primary sources of vehicle propulsion, drive system technology for these engines has been developed to achieve maximum efficiency. Until recently, however, vehicle drive systems using alternative fuels have not had the same level of research investment. UTA is branching out to explore new technologies and alternative fuels to help Utah grow sustainably into the future. To that end, UTA hopes to research better vehicle drive systems for alternative fuels such as electric batteries and CNG. Researching more efficient electric drive systems and battery technology could increase electric vehicles on the road, resulting in expanded revenue opportunities for RMP and improved air quality for the region.

UTA has partnered with Center for Transportation and the Environment (CTE) for their Paratransit diesel bus fleet. This partnership has led to the development of the Eparc system that significantly reduces the diesel engine idling on the Paratransit fleet. In turn, this reduces operational costs, reduces energy consumption, and reduces air pollution. The University of Texas Center for Electromechanics, Mobile Climate Control, Transworld Associates, and the University of Utah, are also partners in the project. This project has been made possible by the FTA Bus Efficiency Enhancements Research and Demonstration (BEERD) program.

UTA are also working with CTE on their Electro Microtric project. This project consists of three (3) phases.

- Phase 1 – CTE are using a screening model to evaluate expected energy needs for each bus vehicle to determine if zero-emission technologies have sufficient range to complete every scheduled service day.
- Phase 2 – CTE will simulate various charging scenarios to guide charging equipment decisions.

- Phase 3 – CTE will evaluate the vehicle and charger performance over three months after deployment using data provided by UTA. This will include an evaluation of vehicle energy consumption, estimated vehicle range in mileage and service hours, and required charging time.

The overall results gained from the charge modeling will determine if any changes are required to the vehicle specifications or service schedules to optimize vehicle operations.

4.5.2 Batteries and Peak Demand Management

UTA is interested in partnering with Rocky Mountain Power to research the use of batteries and supercapacitors to manage peak energy demand. Storing energy in batteries during non-peak times to be used during peak times could result in a more even distribution of energy usage throughout the day. On-board supercapacitors could lessen the energy surges of accelerating TRAX vehicles, and regenerative braking could charge the supercapacitors as the vehicles decelerate. UTA and RMP would benefit from a joint research effort to explore these and other peak management solutions.

4.5.3 Other Research

There are several other areas of research that UTA and RMP could collaborate on. UTA, RMP, and Salt Lake City could conduct a land use study around the North Temple Station to find ways to enhance public space and transit accessibility. Another research focus could be power usage and grid optimization. To maximize the efficient use of energy resources, additional studies could be done to target areas in UTA's systems that use excess power or put excessive strain on the grid. Finally, more research can be done on the effects of current technological developments such as autonomous vehicles and TNCs. Keeping up to date on the latest developments in science and technology can enable UTA and RMP to provide their customers with the best services available.

4.5.4 Grant Initiatives

UTA seeks funding from various public and private entities that support sustainable growth and the use of advanced technologies to improve the quality of life in cities. RMP partners with UTA to provide supporting funds for projects funded through FTA grant programs (i.e., the Low or No Emission Vehicle Program (Low-No)). Additional funding programs are available through the U.S. Department of Transportation, the U.S. Department of Energy, and other federal agencies. More locally, the Utah Clean Cities Coalition and the Utah Clean Air Partnership (UCAIR) offer grant programs to support emission reductions. Partnered together, UTA and RMP will be eligible for more grant funding and will be more effective in identifying new funding opportunities.

5 Existing and Planned Fleet Procurements

UTA's goal is to replace buses on a 12 to 14-year cycle on transit buses, and 18 years on commuter buses. The actual replacement schedule is driven by funding availability, while ensuring continued safe and reliable service. The type of technology and/or propulsion type is evaluated on a year-to-year basis and will be dependent on grant funding availability.

As indicated in Section 3.2, UTA is currently under a 5-year contract with Gillig for 44 BEBs with options for an additional 95 vehicles. This order is being split between UTA, Park City, and HVT. After the base contract was executed, Park City added two (2) option vehicles to their order, leaving 93 BEBs remaining as part of the contract's options.

If UTA are successful in securing the LOW-NO Grant, UTA aim to replace ten (10) busses at their Central/Depot District facility in 2024 and another ten (10) at their Meadowbrook facility in 2026. All 20 busses will be replaced with Gillig's BEB vehicles.

The bus replacement plan as of May 2022 is included below in Table 6. This plan includes service expansions which are currently in progress. There is no provision for service expansion due to the natural growth within the UTA service area, as this type of service expansion is evaluated on an annual basis.

The transition between the different propulsion sources is included below in Figure 21.

This plan reflects UTA's intention to move toward utilizing Low to Zero-Emission Revenue Vehicles.

Table 6. Bus Replacement Plan 2021 - 2050

Original Model Year	Replacement Procurement Year	Type	Original Propulsion	Replacement Propulsion	Qty	Annual Total
2002	**2021**	Commuter	Clean Diesel	Clean Diesel	9	
2007	**2021**	Transit	Clean Diesel	Clean Diesel	9	
2007	**2021**	Canyon Service	Clean Diesel	Clean Diesel	2	20
2004	**2022**	Commuter	Clean Diesel	Clean Diesel	13	
2006	**2022**	Transit	Clean Diesel	Clean Diesel	5	
2006	**2023**	Transit	Clean Diesel	Electric	20	
2010	**2022**	Transit	Hybrid Diesel	Clean Diesel	20	
Expansion	**2022**	Transit	N/A	Electric	11	69
2007	**2023**	Transit	Clean Diesel	CNG	11	
2009	**2023**	Transit	Clean Diesel	Clean Diesel	38	49
2010	**2024**	Transit	Clean Diesel	Clean Diesel	36	
2012	**2024**	Transit	Hybrid Diesel	Clean Diesel	9	

Expansion	**2024**	Transit	N/A	Electric	10	55
2007	**2025**	Transit	Clean Diesel	Clean Diesel	11	
2011	**2025**	Canyon Service	Clean Diesel	Clean Diesel	30	
2013	**2025**	Transit	Clean Diesel	CNG	24	65
2012	**2026**	Transit	Clean Diesel	Electric	15	
2012	**2026**	Transit	Clean Diesel	Clean Diesel	15	
Expansion	**2026**	Transit	N/A	Electric	20	50
2009	**2027**	Transit	Clean Diesel	Electric	5	
2013	**2027**	Transit	Clean Diesel	Electric	2	
2015	**2027**	Transit	CNG	CNG	23	
2013	**2027**	Canyon Service	Clean Diesel	Clean Diesel	2	32
2014	**2028**	Transit	Clean Diesel	Clean Diesel	10	
2014	**2028**	Transit	Clean Diesel	Electric	10	20
2017	**2029**	Transit	Hybrid Diesel	Electric	25	25
2016	**2030**	Canyon Service	Clean Diesel	Clean Diesel	5	
2018	**2030**	Transit	Electric	Electric	3	
Expansion	**2030**	Transit	N/A	Electric	9	17
2017	**2031**	Transit	Clean Diesel	Clean Diesel	31	
2017	**2031**	Transit	Clean Diesel	Electric	12	
2017	**2031**	Transit	Clean Diesel	Electric	14	
2017	**2031**	Canyon Service	Clean Diesel	Clean Diesel	7	64
2018	**2032**	Transit	Clean Diesel	CNG	12	
2018	**2032**	Transit	Clean Diesel	Clean Diesel	12	
2018	**2032**	Trolley	Clean Diesel	Electric	4	28
2019	**2033**	Transit	Clean Diesel	Electric	10	10
2020	**2034**	Transit	Clean Diesel	Electric	10	
2020	**2034**	Canyon Service	Clean Diesel	Clean Diesel	9	
2022	**2034**	Transit	Electric	Electric	11	30
2021	**2035**	Transit	Clean Diesel	Clean Diesel	23	
2021	**2035**	Canyon Service	Clean Diesel	Clean Diesel	2	
2021	**2035**	Transit	Clean Diesel	Electric	9	
2023	**2035**	Transit	CNG	CNG	11	45

2022	**2036**	Transit	Clean Diesel	Clean Diesel	45	
2024	**2036**	Transit	Electric	Electric	10	55
2023	**2037**	Transit	Clean Diesel	Clean Diesel	38	
2025	**2037**	Transit	CNG	CNG	24	62
2024	**2038**	Transit	Clean Diesel	Clean Diesel	45	
2026	**2038**	Transit	Electric	Electric	35	80
2021	**2039**	Commuter	Clean Diesel	Clean Diesel	10	
2025	**2039**	Transit	Clean Diesel	Electric	11	
2025	**2039**	Canyon Service	Clean Diesel	Clean Diesel	30	
2027	**2039**	Transit	CNG	CNG	23	
2027	**2039**	Transit	Electric	Electric	5	79
2022	**2040**	Commuter	Clean Diesel	Electric	13	
2026	**2040**	Transit	Clean Diesel	Electric	15	
2028	**2040**	Transit	Electric	Electric	10	38
2027	**2041**	Transit	Clean Diesel	Clean Diesel	2	
2029	**2041**	Transit	Electric	Electric	25	
2027	**2041**	Canyon Service	Clean Diesel	Clean Diesel	2	29
2028	**2042**	Transit	Clean Diesel	Electric	10	
2030	**2042**	Transit	Electric	Electric	12	22
2031	**2043**	Transit	Electric	Electric	12	12
2030	**2044**	Canyon Service	Clean Diesel	Clean Diesel	5	
2032	**2044**	Transit	CNG	CNG	4	
2032	**2044**	Trolley	Electric	Electric	4	13
2031	**2045**	Transit	Clean Diesel	Clean Diesel	45	
2031	**2045**	Canyon Service	Clean Diesel	Clean Diesel	7	
2033	**2045**	Transit	Electric	Electric	10	62
2032	**2046**	Transit	Clean Diesel	Clean Diesel	20	
2034	**2046**	Transit	Electric	Electric	21	41
2035	**2047**	Transit	CNG	CNG	11	11
2034	**2048**	Canyon Service	Clean Diesel	Clean Diesel	9	
2036	**2048**	Transit	Electric	Electric	10	19
2035	**2049**	Canyon Service	Clean Diesel	Clean Diesel	2	

2035	**2049**	Transit	Clean Diesel	Clean Diesel	32	
2037	**2049**	Transit	CNG	CNG	24	58
2036	**2050**	Transit	Clean Diesel	Clean Diesel	25	
2038	**2050**	Transit	Electric	Electric	71	96

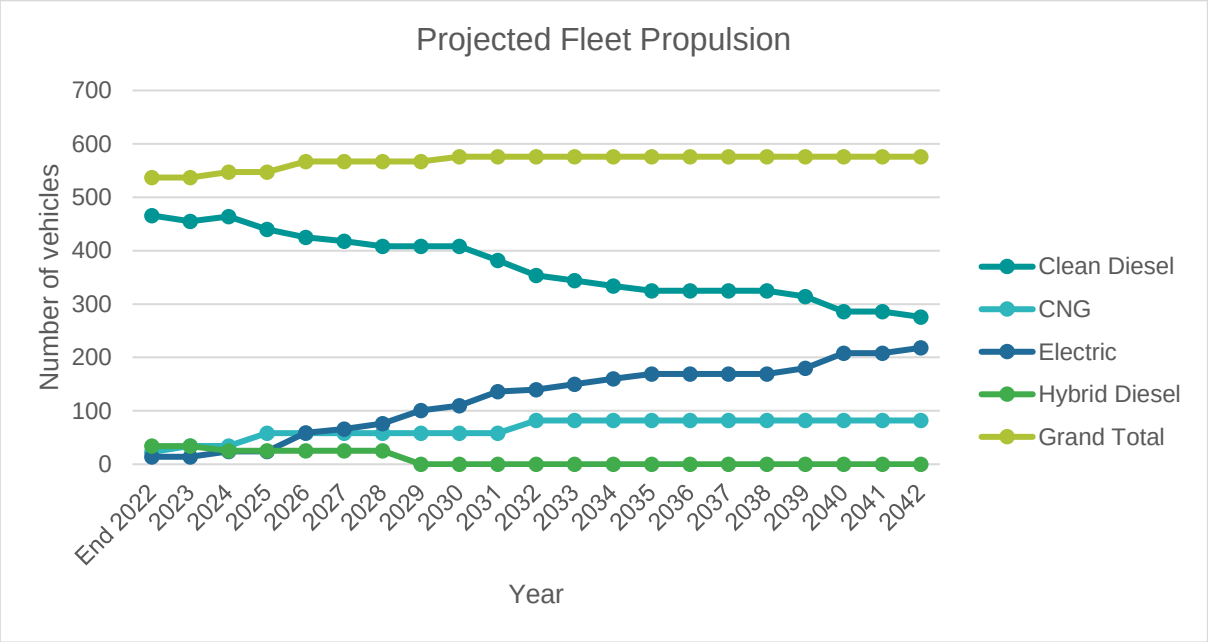

Figure 21. Projected Fleet Propulsion

6 Workforce Development

To ensure UTA's workforce is prepared to transition to Zero Emissions Bus (ZEB), UTA has developed a transition plan for our Bus Operations and Maintenance personnel. The transition plan includes needs assessments, workforce training and deployment, and first responder training.

To understand our current workforce skills, UTA will conduct a needs assessment. The needs assessment will also include questions to target areas of concern. This will help the agency address those concerns and prevent anxiety surrounding the deployment of Battery Electric Bus (BEB). Based on the information from the needs assessment, UTA's Management will determine if further action is needed outside of training.

Additionally, UTA's Management will conduct a pre-coordination meeting. This meeting will focus on lessons learned from previous ZEB deployments and establish best practices from FTA and APTA. A formal debrief of the needs assessment will also be presented which will allow Management to determine how many employees from operations and maintenance personnel will receive initial Original Equipment Manufacturer (OEM) training and what specific OEM training topics are required.

During the ZEB procurement, UTA will ensure funding is included or available to procure OEM training from the vendor. The procurement contract shall be written to request the opportunity to purchase OEM training materials, if possible. Alternatively, UTA will seek funding opportunities to contract for instructional design services to develop training content for internal use. Incorporating ZEB training into internal resources will ensure UTA continues to provide training to new employees and allow UTA to provide refresher training to the existing workforce. Additionally, UTA intends to incorporate ZEB training into our Bus Transit Repairer Apprenticeship program.

Furthermore, to provide the most comprehensive and safe training, UTA intends to seek funding opportunities to procure training aids and an electric bus simulator. Training aids, such as electric vehicle trainer provides students with the opportunity to demonstrate, troubleshoot, and fault-find on a real-life simulation of an electric vehicle system. Additionally, a simulator supports driver training specific to bus operations, regenerative braking, and energy-saving techniques.

As with all workforce training, safety will be a top priority. All employees operating or maintaining ZEB will receive safety training covering best practices and emergency procedures. Employees will also receive training on charging procedures and associated hazards as well as specific operational safety considerations (e.g., silent operations).

The primary focus of the initial OEM training will be to familiarize Operators with dashboard controls and warning signals, as well as the appropriate corrective procedures for when they appear. It will also be a priority to ensure Operators understand the battery State of Charge, operating time, estimated range, and other notifications. Optimal driving procedures will ensure operators know how to maximize efficiency. Other training concepts will include regenerative braking, mechanical braking, hill holding, and roll back.

Priority training for the maintenance technicians will be placed on high voltage safety. At a minimum, the following safety training topics will be provided:

- Electrocution hazards

- Arching hazards
- Short circuit hazard
- Lock-out tag-out procedure
- Personal protective equipment
- Safe handling and deactivation of high-voltage components
- Emergency shut down procedure

The maintenance technicians will receive OEM training on servicing and troubleshooting electric propulsion and auxiliary systems. Additionally, training will be provided on using the onboard diagnostic systems. Other training components may be provided based on identified needs such as preventive maintenance, entrance and exit doors, wheelchair ramp and restraint systems, brake system and axles, air system and ABS, front and rear suspension and steering, body structure, towing and recovery, and HVAC.

Lastly, UTA will coordinate OEM training for local first responders to ensure proper emergency response procedures are followed if an incident occurs. In addition, UTA will follow the Guidebook for Deploying Zero-Emissions Transit Buses suggested training topics.

6.1 Transit Technical Education Center

Understanding the importance of workforce training, UTA is working on developing a dedicated facility for bus maintenance training. The new facility is being built in an industrial building owned by UTA, located in a Federal Opportunity Zone, refer to Figure 22 and Figure 23.

Figure 22. Existing building to be retrofitted as a Bus Maintenance Workforce Training Facility

This project has two primary objectives: support the maintenance of UTA's bus fleet and foster the development of Utah's workforce. The transit system benefits our region's air quality and provides access to essential jobs. UTA's mechanics ensure that vehicles are in good working order and can safely make pull-out. This new facility will foster the education of those mechanics, which is especially important as UTA strives to sustain and expand its workforce. In addition, having a dedicated facility will allow UTA to provide more training opportunities for employees, many of whom are members of a union and partner agencies.

UTA will make use of an existing asset with this project. Upgrades to the building will allow it to be used for the foreseeable future. This approach is more economically and environmentally sustainable than constructing a new facility. It is ideally located in the center of UTA's service area, with easy access to the Meadowbrook and Depot District (under construction) bus garages. A dedicated training facility will allow training to be more efficient by having more hands-on training stations and modules. UTA's current space only allows us to run one training class at a time, with borrowed shop space for hands-on demonstrations. This severely limits our capability to provide training to more individuals.

Additionally, due to limited classroom space, we are forced to limit the number of attendees. This has become a direct impediment to our apprenticeship program. In 2020, under these circumstances, the Maintenance Training team was able to provide 709 training opportunities to 209 employees. With adequate training space, UTA will double those training opportunities.

As of 2020, UTA has an average of 13,182 miles between maintenance road calls, compared to the peer agency average of 8,500. UTA's ability to have high miles between road call incidents directly results from having competent, skilled technicians. In addition, UTA's ability to provide proactive training has resulted in technicians who can stay current with changing technologies, are highly skilled in troubleshooting, and have the wherewithal to fix mechanical issues the first time.

As the largest transit provider in Utah, we understand that having a strong transportation system benefit all, especially under-served, underrepresented, and rural populations. UTA's vision is to provide a space where training is provided for its own workforce and offer the available trainings to all rural public transit providers statewide. In addition, the training opportunities will be provided free of charge to external entities unless supplies are needed. UTA is partnering with Utah's Urban Rural Specialized Transit Association (URSTA), which will provide travel funding for Rural Transit Provider staff to attend the trainings.

Furthermore, UTA will be able to expand partnership opportunities with Utah State University and ASPIRE Research Center, which will provide further opportunities for employee training and development. These agencies can help support the development of enhanced training procedures and foster innovative technology. With this facility, UTA will also be able to advance workforce development for electric vehicles. UTA's training programs provide hands-on education and allow for career growth. The agency offers good-quality jobs that pay well. In addition, UTA works closely with the Amalgamated Transit Union to ensure employees' voices are heard. This new training center will address challenges currently faced by the Bus Maintenance Training group. Improvements will directly benefit UTA employees.

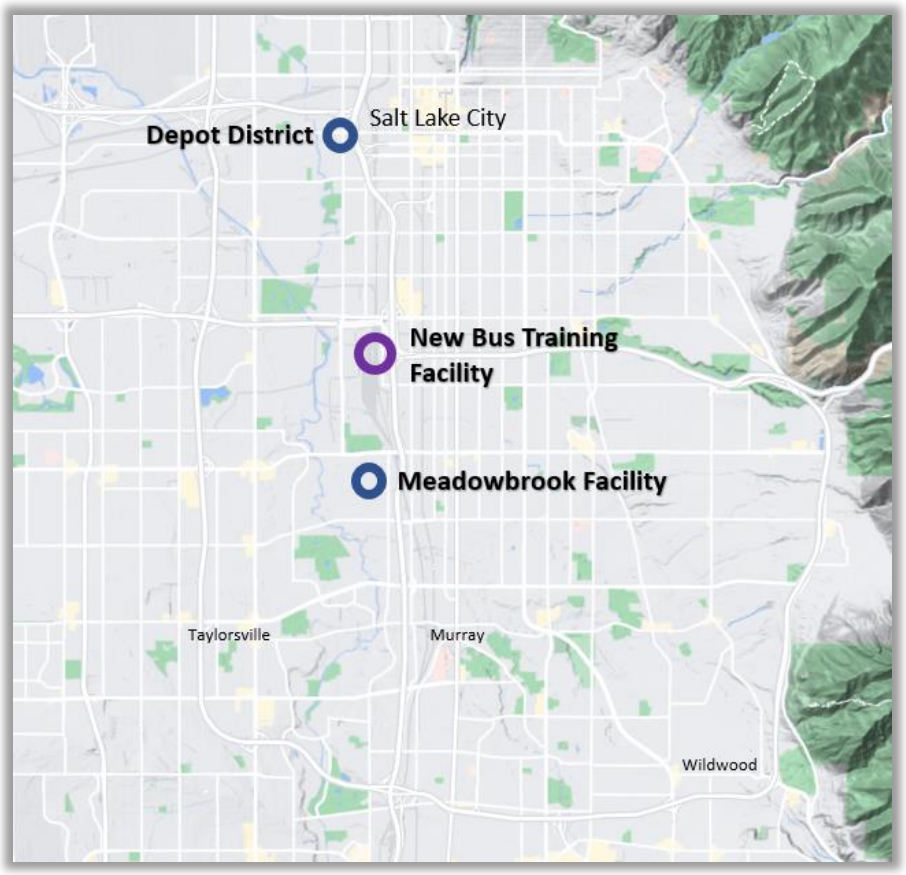

Figure 23. Location of new Bus Workforce Training Facility

When completed, this project will provide the following advantages and benefits:

- ✓ Support the transit network which benefits the region's air quality.
- ✓ Located in the center of UTA's service area, with easy access to the Meadowbrook and Depot District (under construction) bus garages.
- ✓ Foster job creation and career development, providing support for apprenticeship programs.

Provides the space needed to train mechanics on new technologies, including BEBs and Charging Infrastructure.

7 Current and future resources for transition costs

UTA is applying for a grant from the FTA as part of the Low or No Emission competitive program. If approved, this grant will allow the UTA to fund the procurement of the following equipment and services:

a. 20 BEB's
b. 7 Plug-in type depot chargers
c. 4 Drop-down pantograph type on-route chargers
d. Installation cost of charging equipment
e. Workforce Training

If approved, the objective will be to procure the 20 BEBs by exercising the options as part of the existing contract with Gillig. Table 7 provides a cost breakdown of equipment and services requested as part of this grant application, which includes the amount requested from the FTA and local match amount.

Table 7. Cost Breakdown of FTA Grant Application

Item Description	Qty.	Federal Amount Requested	Local Match Amount	Total Cost
BEB from UTA Options - Existing GILLIG contract	20	$ 570,000	$ 380,000	$ 19,000,000
Depot Charging Equipment - Existing GILLIG contract	7	$ 72,000	$ 48,000	$ 840,000
On-Route Charging Equipment - Existing GILLIG contract	4	$ 300,000	$ 200,000	$ 2,000,000
Design, constructionand installation of Charging Equipment	1	$ 2,460,000	$ 1,640,000	$ 4,100,000
Workforce Training on Charging Infrastructure - Existing GILLIG contract	1	$ 24,000	$ 6,000	$ 30,000
Workforce Training for BEB for GILLIG per options on their existing contract	1	$ 60,000	$ 15,000	$ 75,000
Workforce Training to develop internal UTA/BEB charger training	1	$ 1,057,600	$ 264,400	$ 1,322,000
Contingency (Approx. 10%)	1	$ 1,560,000	$ 1,040,000	$ 2,600,000
TOTALS		**$ 6,103,600**	**$ 3,593,400**	**$ 29,967,000**

8 Next Steps

The deployment of BEBs is a complex process that exerts huge impacts on transit systems which requires enormous capital investment, thorough feasibility study, and careful planning. The following are the next No-steps UTA plans to take in the medium and long term of this journey to electrify its bus system:

a. UTA will continue gathering information from the telematics systems of the BEB fleet and the charging infrastructure in place. This information will be used to continue analyzing the performance of BEBs on the different routes of the UTA system. In addition, other variables that highly impact the performance of the vehicles will be examined, including route topography, passenger load, traffic conditions during different days of the week, the performance of on-route charging equipment, and weather conditions, among others. The plan is for the UTA to have an electrified bus system that is robust, efficient, and effective. These additional goals can also be prioritized at different stages for UTA to make informed planning-level decisions according to our short-term and long-term goals.

b. Additionally, UTA will consider the rapid increase in technology performance to continue improving the implementation of zero-emission buses in their system. This includes evaluating emerging technologies for consideration and potential implementation, and FCEB technology for bus routes where battery range cannot accommodate the current service levels.

c. As indicated in this plan, using the heater system during winter months for passenger comfort dramatically reduces the battery range, resulting in lower schedule compatibility levels. UTA will continue working with OEMs to evaluate different types of passenger compartment heaters to identify a solution with lower battery consumption that allows service compatibility with minimum or no modifications, resulting in a reduced required on-route charging infrastructure.

d. The development and improvement of the zero-emission bus training programs are critical to UTA as the existing workforce can continue operating and maintaining these new systems. While fewer mechanical mechanisms require maintenance and repair in a zero-emission bus than a Diesel or Diesel-Electric hybrid bus, there is an increased level of software and electrical systems requiring specialized training to maintain, repair, and operate. Therefore, the UTA expects significant investment in workforce development will be necessary to ensure maintenance personnel has the specialized training and safety equipment required to perform these new job functions.

e. UTA will continue working with RMP on all the initiatives established in the partnership, specifically related to the responsibly use of clean energy to power Utah’s mobility future. UTA and RMP will assess different renewable energy options (on-site and off-site) to determine the best path backup power plan for BEB technology. UTA will continue studying the installation of on-site solar energy equipment and assess its feasibility covering energy requirements for the maintenance and operation of the BEB fleet.

f. UTA will also continue working on charging strategies. A determination of available charging time windows for the BEBs to be charged in the facilities will be explored as more vehicles are added to the fleet. Different charging strategies will be analyzed to

determine the most optimal charging scenarios, e.g., simple, or smart charging, and time-variable depending on energy rates.

g. As UTA continues operating and working with BEBs, maintenance and reliability information will be gathered, evaluated, and compared with current information from the baseline fleets. This information will allow UTA to develop maintainability, reliability, and performance requirements that can be used to inform future BEB and charging infrastructure procurements.

h. UTA faces constant challenges to improve the performance and quality of the critical services provided to the community. Understanding that Unions have a stake in the ability of the agency to meet these challenges, UTA is in the process of developing partnership with its Union to ensure the zero-emission training program is innovative, efficient, and effective. Some of the benefits expected from this partnership includes (a) improvement in performance and quality of services provided to the community, (b) provide to personnel equitable access to training on new technologies, helping employees to advance in their field and secure good paying jobs, and (c) improvement of the workforce work-life, allowing employees to progress and foster a more positive work environment.

Appendix A. Bus Fleet Management Plan

Bus Fleet Management Plan - FY2022
Rev. 9.0

Utah Transit Authority

May 2022

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

Bus Fleet Management Plan - FY2022
Rev. 9.0

Utah Transit Authority

May 2022

Issue and revision record

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
BFMP	Bus Fleet Management Plan
BRT	Bus Rapid Transit
CBD	Central Business District
CNG	Compressed Natural Gas
DDCFTC	Depot District Clean Fuels Technology Center
FMP	Fleet Management Plan
FTA	Federal Transit Administration
GPS	Global Positioning System
HVT	High Valley Transit
MAG	Mountainland Association of Governments
MAU	Makeup Air Unit
MCI	Motor Coach Industries
LED	Light Emitting Diodes
O&M	Operations and Maintenance
OEM	Original Equipment Manufacturer
OGX	Ogden Express
RFP	Request for Proposal
RTU	Remote Terminal Unit
PVR	Peak Vehicle Requirements
TRAX	Transit Express
UTA	Utah Transit Authority
UVX	Utah Valley Express
WAC	Work Activity Center
ZEB	Zero-emission buses

1 Introduction

This Bus Fleet Management Plan (BFMP) provides a strategic overview of Utah Transportation Authority's (UTA) approach to managing the UTA bus fleet and associated services, including:

- General services
- Bus service
- Bus maintenance practices
- Bus fleet procurement and replacement schedules
- Facilities for bus maintenance and servicing.

It is intended for UTA's use in managing its services and to provide the Federal Transit Administration (FTA) with an overview of UTA bus operations.

The BFMP is a living document that is updated regularly and is intended to be reviewed at least annually, potentially increasing its review frequency during transitional periods. Each revision includes updated assumptions on ridership demand, bus operations, and fleet, facilities, and infrastructure conditions. Additionally, a discussion of the maintenance facilities including their condition, capacity, maintenance practices, reliability performance, and measures used to gather information on service quality, reliability and on-time performance is included. This BFMP spans the years 2022 through 2032 based on data from UTA planning department.

This document has been developed according to the latest guidance and requirements from the FTA for Fleet Management Plans (FMPs). The following are the primary FTA requirements for transit operators to develop their FMP:

- The plan should reflect a 10 to 15-year time frame.
- The plan should address vehicle and service types in operation and anticipated to be in operation, including paratransit, as well as factors that are relevant to determine current and future equipment needs.
- The plan should also address in detail the composition of the fleet, operating conditions, facilities, etc.
  Future demand should be estimated based on
  a) vehicle life expectancy
  b) the requirements for peak and spare vehicles
  c) strategies for acquisition of new vehicles, and
  d) strategies for maintenance and operations.
- The plan must address operating policies (level of service requirements, vehicle failure definitions and actions); peak vehicle requirements; maintenance program (scheduled, unscheduled, and overhaul); system and service expansions; vehicle procurements and related schedules; and spare ratio justification.

UTA has determined that it complies with the above-mentioned FTA requirements.

1.1 Background

UTA has been the service provider for public transportation along the Wasatch Front since August of 1970. The service area is approximately 1,600 square miles and serves six counties,

including many nearby municipalities. This service area contains 80 percent of Utah's population and 77 percent of Utah's automobiles. In 2021, system-wide ridership reached 1,426,982 trips.

When UTA started providing bus service in 1970 the average yearly bus ridership was approximately 1,700,000. In 2021 the bus ridership was 12,310,065 for fixed route buses out of Timpanogos, Ogden, and Salt Lake, 254,524 for Paratransit, and 305,940 for route deviation. The historical 5-year ridership average has grown over the decades as follows:

2004–2008: 21,924,151
2006–2010: 21,956,813
2008–2012: 22,167,836
2010–2014: 20,826,048
2012–2016: 19,883,851
2014-2018: 45,312,960
2016-2020: 40,535,768

In 2021 UTA operated 19,278,266 vehicle miles of fixed route and demand response bus services (17,067,467 vehicle revenue miles). The current active bus fleet includes 506 service buses and 22 contingency buses which are serviced by four maintenance facilities. One of these facilities is located in Ogden (Mt. Ogden), three in the Salt Lake area (Central, Riverside, and Meadowbrook), and one in Orem (Timpanogos). The Riverside facility is a demand response system serving people with disabilities, which operates 114 service buses and 8 contingency buses.

UTA service and maintain the bus fleet to ensure that the average UTA fixed route bus has a life expectancy consistent with Federal Transit Administration (FTA) requirements of 12 years. UTA's bus fleet will continue to change accordingly in size as ridership dictates, and as funding is available. UTA will use any increase in fleet size to provide additional bus services, and where possible integrate them with the current light rail transit (LRT) system.

In addition to UTA's long-standing core bus system, a 15-mile north/south light rail system (TRAX) was put into service in December 1999. Additional LRT services have been constructed and now Utah Transit Authority's LRT system is comprised of the Blue, Red, and Green Lines, plus the Sugarhouse Streetcar. UTA also constructed and operates a 90-mile commuter rail corridor (FrontRunner) from Ogden to Utah Counties.

The Blue Line LRT segment travels from the Draper Town Center to Salt Lake Central Station via Salt Lake City's Central Business District (CBD). Additionally, this LRT route provides service along the busy I-15 transportation corridor, and through the communities of Draper, Sandy, Midvale, Murray, South Salt Lake City, and Salt Lake City.

The Red Line LRT segment begins in the southwest part of Salt Lake County at the Daybreak development and overlaps with the Blue Line before it heads east at 400 South to travel to the University of Utah. There, it serves the stadium, central campus, and the medical center.

The Green Line LRT segment consists of 10.9 miles of track and ten stations servicing the area between West Valley City Center and the Salt Lake International Airport via downtown Salt Lake City.

The S Line or Sugar House Streetcar is an independent spur that connects to the Transit Express (TRAX) system at Central Pointe Station (2100 South). This spur connects the Sugar House community to UTA's TRAX system.

The FrontRunner Commuter Rail is a 79-mph commuter rail system that spans from Ogden to Provo. This 90-mile corridor has 16 stations. Most stations have intermodal connections with bus services, and two stations have intermodal connections with TRAX.

UTA's LRT system utilizes a shared core with spurs leading to each corner of the Salt Lake County and valley. The length of the segments are as follows:

	Length	**Shared Core**	**Spur Length**
Blue Line	19.8	(Core)	
Red Line	23.8	9.4	14.4
Green Line	15.0	4.0	11.0
Sugar House Streetcar	1.8	Exclusive	

In August 2018, the Utah Valley Express (UVX) Bus Rapid Transit (BRT) line was opened. UVX provides frequent service between Orem and Provo connecting to the Orem Frontrunner Station and Provo Frontrunner station and serves Utah Valley University and Brigham Young University.

As of April 2022, UTA is providing service levels which have not yet returned to pre-COVID levels. The labor market has not fully returned to 2019 levels and transportation methods have adjusted to accommodate working from home. Some bus routes have been eliminated, while others have reduced frequency or duration.

As expected, ridership continues to increase after the COVID-19 pandemic, UTA anticipates enhanced service with multiple modes of transportation including bus, light rail, and commuter rail along the Wasatch Front. UTA expects to increase fixed route ridership between 2022 and 2030 as system optimization and intermodal connections improve.

Beyond 2022, UTA expects a steady increase in bus revenue miles as the regular bus service is expanded, ongoing BRT project Ogden Express (OGX) comes online, and other new BRT systems are implemented through to 2040. These system increases are outlined in the 2019-2050 Wasatch Front Regional Transportation Plan (http://wfrc.org/vision-plans/regional-transportation-plan/) which was prepared by the TransPlan40 (https://mountainland.org/transplan40/) prepared by the Mountainland Association of Governments (MAG). This plan increases enhanced bus corridor projects. These projects will make critical connections with the rail system and other destinations to better serve the public.

Figure 1 and Figure 2 illustrate UTA's long-term planning model for both weekday boardings and service miles. The reduced boardings and revenue service miles during the Covid pandemic during 2020 and 2021 are illustrated. The model is calibrated to actual numbers for each from 2019. The bus procurement plan reflects the projection modes. As expansion service is finalized, the bus replacement plan is modified to ensure sufficient revenue vehicles are available.

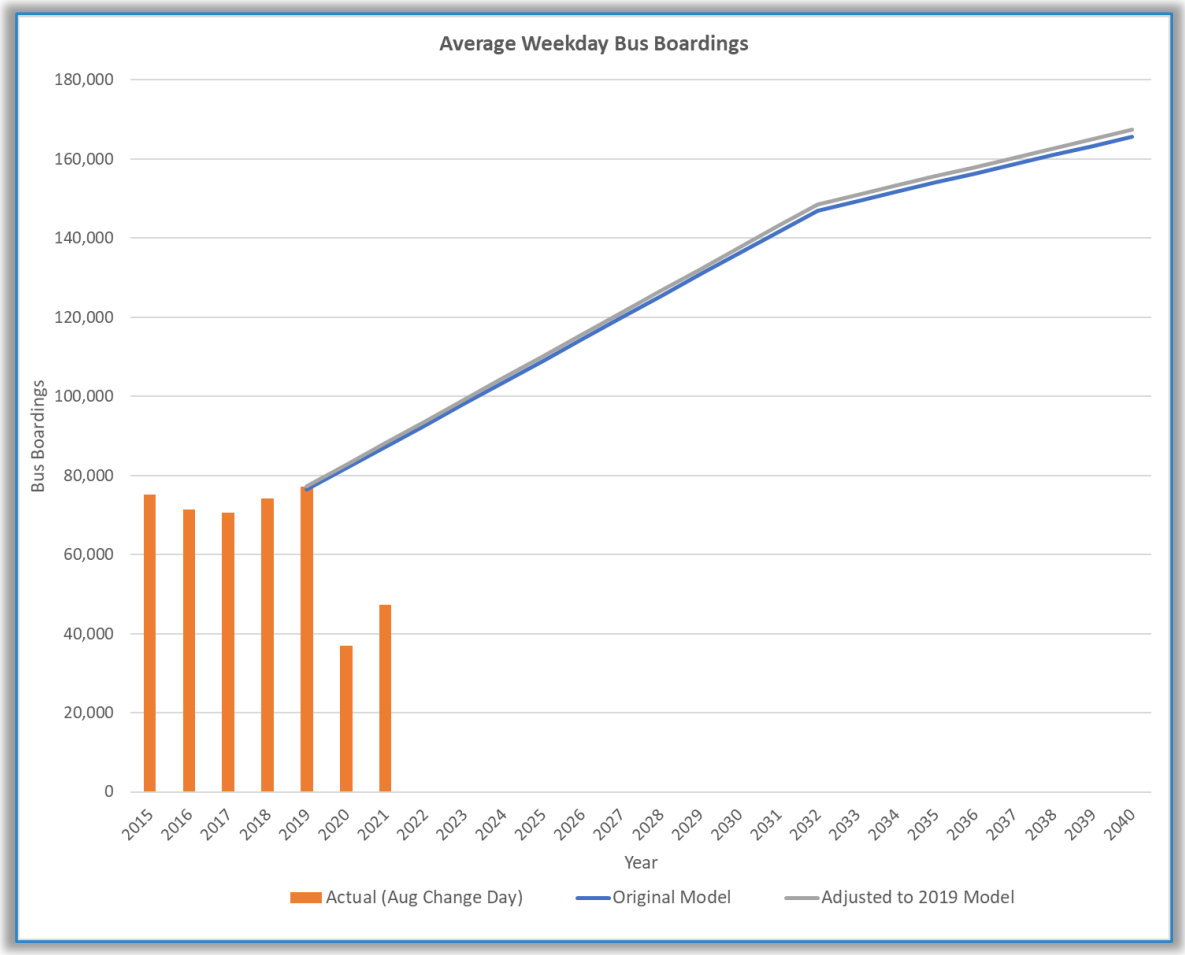

Figure 1 Modelled Average Weekday Bus Boardings

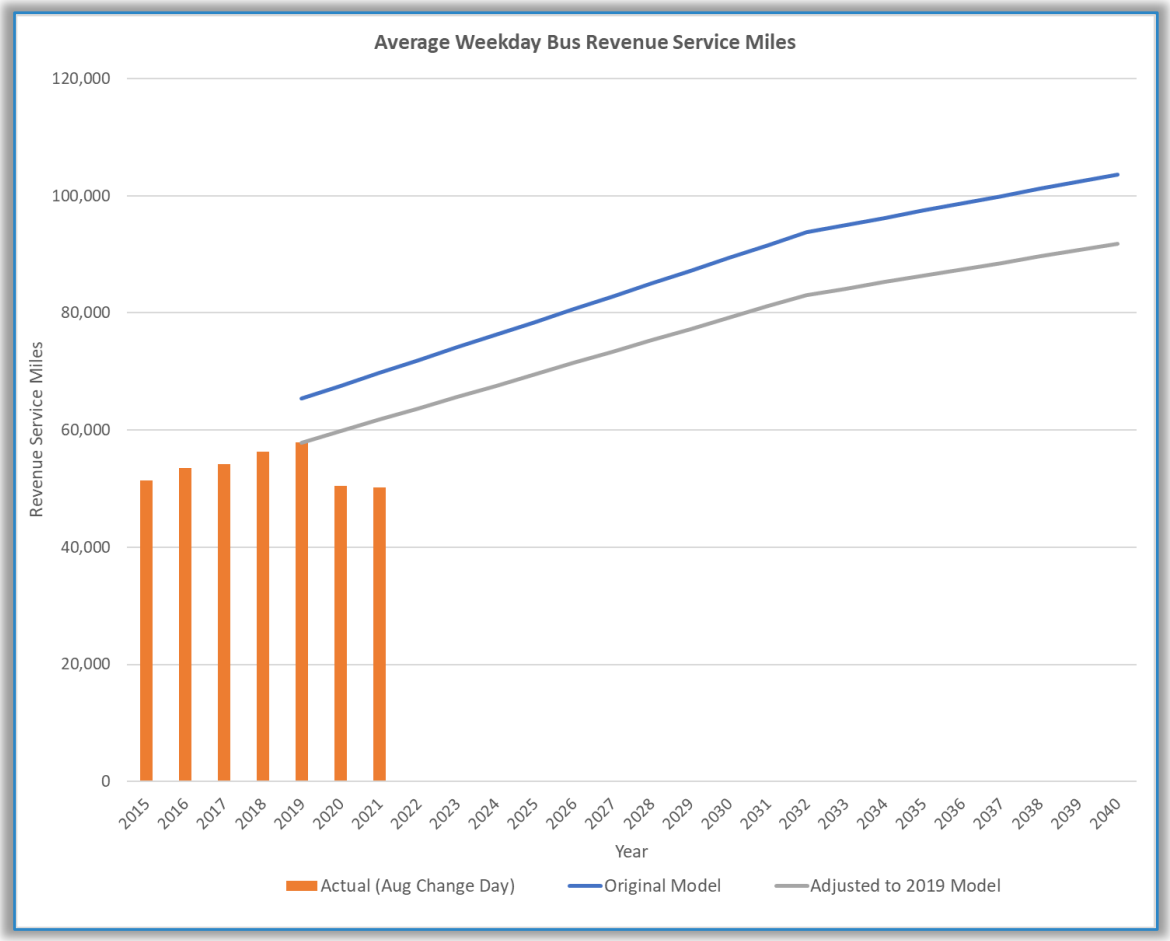

Figure 2 Modelled Average Weekday Bus Revenue Service Miles

1.2 Overview of Plan

The plan establishes the policy and practices by which UTA determines current and future bus fleet requirements, vehicle fleet spare percentages, and maintenance practices. It provides an overview of the existing UTA bus system and details of events including:

1. Current fleet and future vehicle procurements
2. Operating useful life
3. Rebuild, rehabilitation, or overhaul programs
4. Fleet configuration changes or manufacturers' modifications
5. Current system and future extension
6. Current transit service and future expansions

1.3 Plan Timeframe

In accordance with the FTA's guideline, this document´s planning horizon is based on a 10 to 15-year time frame, and is intended to be reviewed at least annually, potentially increasing its review frequency during transitional periods of new vehicle purchase, the retirement of existing vehicles, rebuild/rehab programs, extensions/expansions in service or strategic changes that can affect operations, peak vehicle requirements, or load factors of the system.

2 Existing System

2.1 Description of Existing System

As of May 2022, UTA Bus System operates on 98 routes and 3,520 route miles, servicing 6,233 stops including local, express, flexible, and Canyon/Ski routes. However, service requirements are constantly being adjusted to accommodate ridership demands. UTA has been the service provider for public transportation along the Wasatch Front since 1970 when the average yearly bus ridership was approximately 1,700,000. This ridership has grown over the decades, until the COVID-19 pandemic, which decreased the ridership across the globe. Since 1970, UTA has expanded its service area to approximately 1,600 square miles and now serves four whole counties (Weber, Davis, Salt Lake, and Utah counties), portions of Box Elder, Tooele, a few acres in Juab, and operates to Summit County under a partnership agreement. For detailed and up-to-date information on current operating bus routes, please refer to https://rideuta.com/Rider-Tools/Schedules-and-Maps.

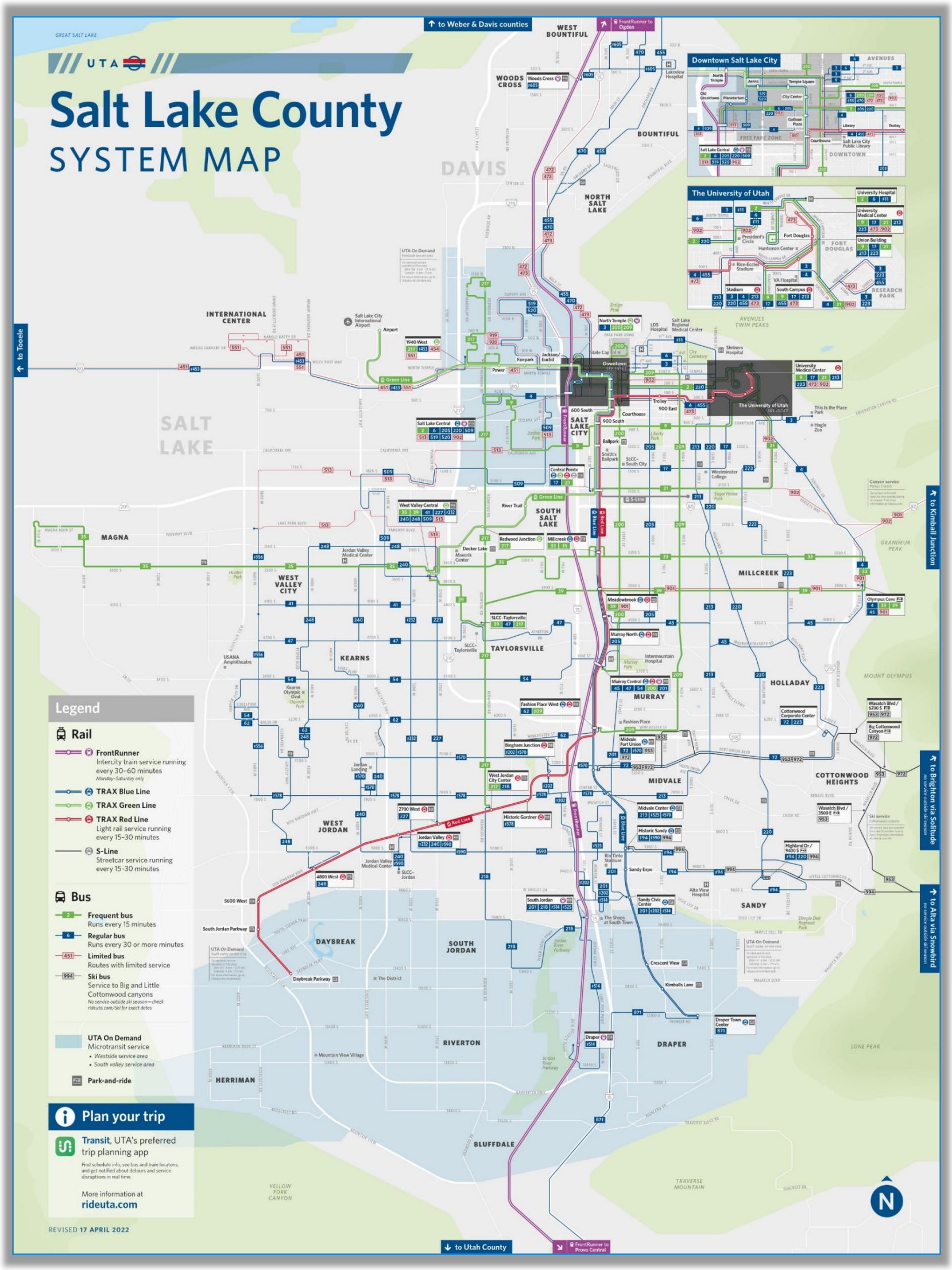

Figure 3. Salt Lake County System Map

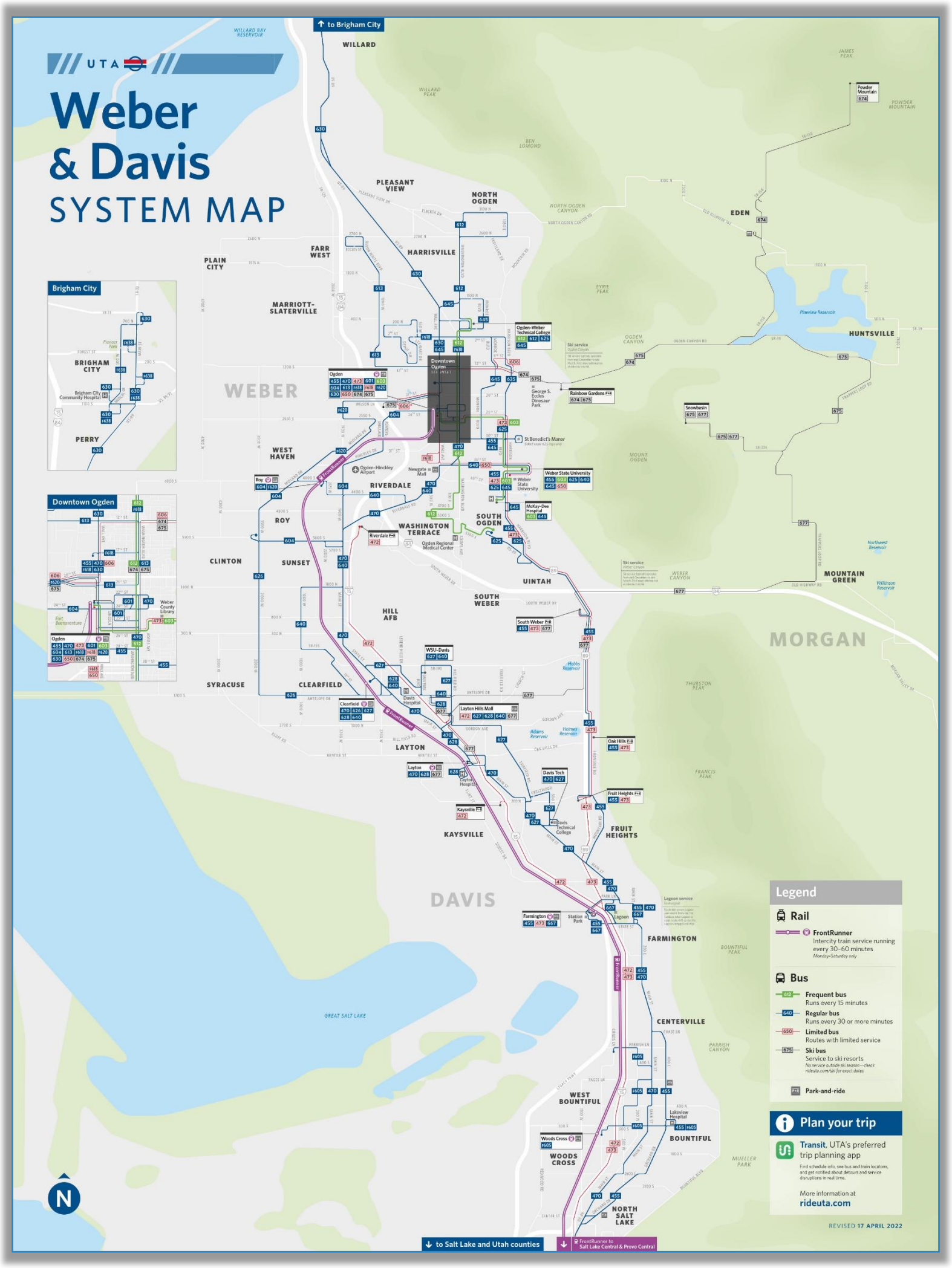

Figure 4 Weber, North Davis & Box Elder County System Map

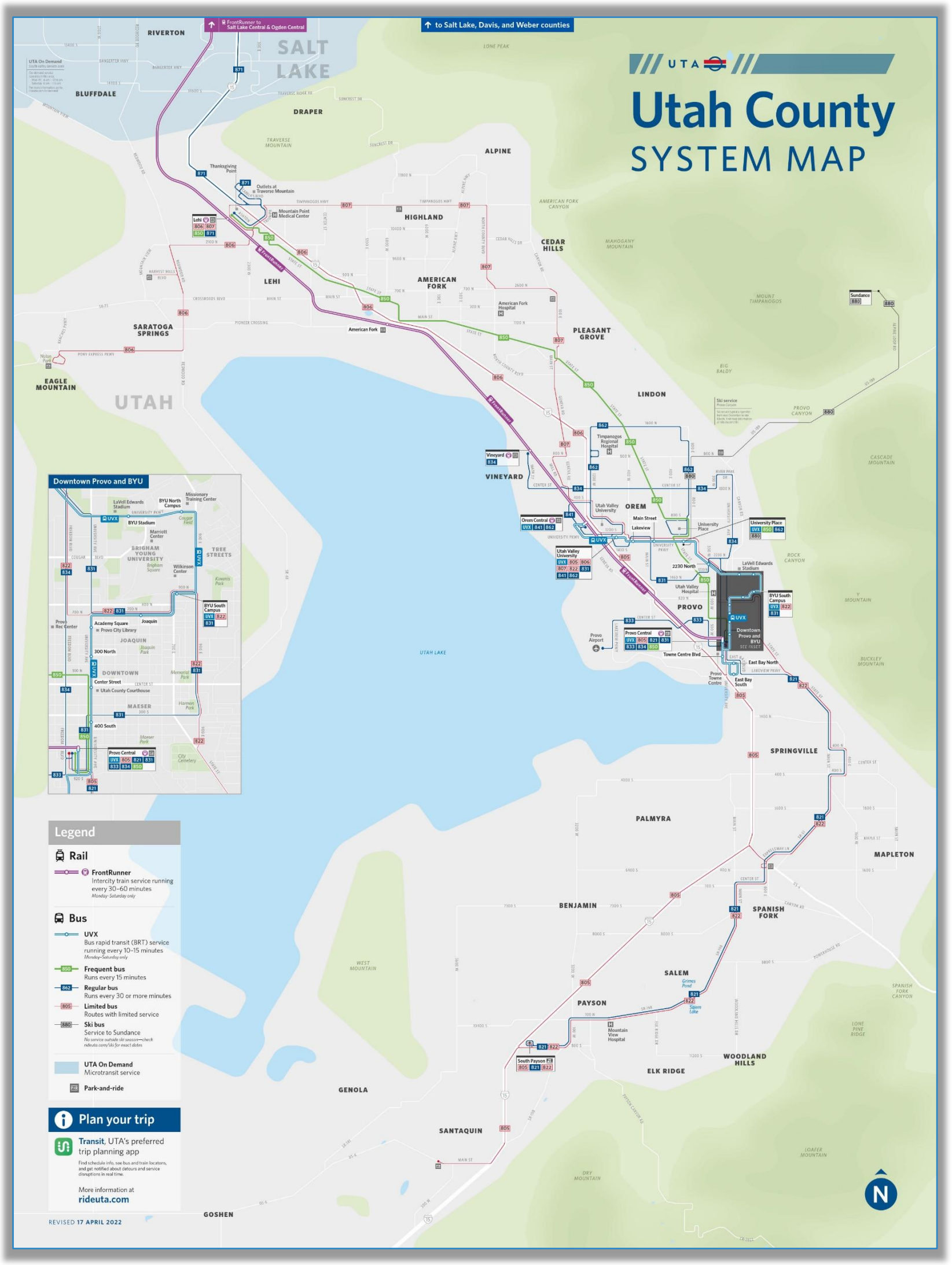

Figure 5 Utah County System Map

2.2 Existing Routes and Fleet

UTA currently has 509 buses. This includes 40-foot local buses, ski buses, express buses, special BRT buses, and 60-foot articulated buses which run on the Provo-Orem BRT (UVX).

2.2.1 Existing Routes

A complete listing of existing routes is included in Appendix A.

2.2.2 Existing Fleet

Table 1 Existing Fleets (High Level)

Type	Length	Year	Make & Model	Fuel Type	Quantity
Bus	35	2011	Gillig BRT 35'	Clean Diesel	30
		2013	Gillig BRT 35'	Clean Diesel	2
		2016	Gillig BRT 35'	Clean Diesel	5
		2017	Gillig BRT 35'	Clean Diesel	7
		2020	Gillig Low Floor 35'	Clean Diesel	9
	40	2006	Gillig BRT 40'	Clean Diesel	31
		2007	Gillig BRT 40'	Clean Diesel	34
		2009	Gillig BRT 40'	Clean Diesel	48
		2010	Gillig BRT 40'	Clean Diesel	36
		2010	Gillig BRT Hybrid 40'	Hybrid	20
		2012	Gillig BRT 40'	Clean Diesel	31
		2012	Gillig BRT Hybrid 40'	Hybrid	9
		2013	Gillig BRT CNG 40'	CNG	10
		2013	Gillig BRT Plus 40'	CNG	14
		2014	Gillig BRT 40'	Clean Diesel	20
		2015	Gillig BRT Plus 40'	CNG	23
		2017	Gillig BRT 40'	Clean Diesel	37
		2018	Gillig BRT 40'	Clean Diesel	44
		2018	New Flyer XE40 40'	Electric	3
		2019	Gillig BRT 40'	Clean Diesel	10
		2020	Gillig Low Floor 40'	Clean Diesel	10
		2021	Gillig Low Floor 40'	Clean Diesel	23
	45	2002	MCI D4500 45'	Clean Diesel	12
		2004	MCI D4500 45'	Clean Diesel	15
		2005	MCI D4500CL 45'	Clean Diesel	20
		2009	MCI D4500CL 45'	Clean Diesel	5
	60	2017	New Flyer XDE60 60'	Clean Diesel	25
Trolley	29	2018	Gillig Trolley 29'	Clean Diesel	2
	35	2018	Gillig Trolley 35'	Clean Diesel	2

In addition to the buses listed above, there are 10 Ford F450 Glaval American with Disabilities Act (ADA) vehicles purchased in 2017. These vehicles are used for some Flex routes and occasionally Paratransit Services.

An itemized list of the bus fleet is included in Appendix B.

2.3 Service Type

UTA offers multiple types of bus services to meet the different ridership needs. An updated description of these service types is provided below and a current list of all UTA bus routes for each service type can be found on UTA's website Utah Transit Authority (rideuta.com).

2.3.1 Regular Service (TRANSIT)

Regular bus service encompasses the largest single category of transit service UTA provides. These services have defined routes with frequent stops.

2.3.2 Express and Worker Express Services (EXPRESS)

UTA provides four types of express services:

- **Express/Commuter Routes**
  These services provide access to a limited number of bus stops in a local community, then utilize the interstate system to reach a designated destination area. For Express/Commuter Routes a high priority is given to locations that provide park-and-ride opportunities. These routes provide longer distance inter-county service with significantly shorter travel times than regular service routes.
  Only two routes are currently designated as Express: 472 and 473.
- **Limited Express**
  Limited express routes pick up passengers in local communities and then access the interstate to get to their destination to reduce travel time. The routes that are destined for locations in downtown Salt Lake City are going to be discontinued in August 2022 due to labor market changes, COVID-19, and associated travel. Five routes will still run but not in a specific geographic area.
  Currently, six routes are operating as Limited Express: 2X, 451,805, 806, 807, and 809.
- **Limited Stop**
  Limited stop routes pick up and discharge passengers only at signalized intersections along a section of the route.
  This type of route will be discontinued in August 2022.
- **Worker Express/Vanpool**
  Worker express services provide service to major employment centers in the region. The distinction between worker express and the other express categories is that the “part-time” operator is also a worker at the destination employment site. The bus remains at the facility between the beginning and end of work times. Having worker drivers on these routes eliminates the need for extensive deadheading.
  The only Worker Express route, 456 will be discontinued in August 2022 due to Covid-19 and the associated travel and labor market changes. As this is the only Worker Express route, this category of route will be eliminated after August 2022.

2.3.3 Canyon Service (CANYON SERVICE)

UTA provides seasonal bus service to the Wasatch Front winter recreation areas. The Canyon Service utilizes specialized buses equipped with ski and snowboard storage areas, larger rear doors, and automatic tire chain deployment systems.

2.3.4 Bus Rapid Transit (BRT)

There are 2 Bus Rapid Transit (BRT) routes operated by UTA. BRT provides enhanced, prioritized bus service along specific corridors. Utilizing technology and methods such as signal prioritization, dedicated lanes, and limited stops allow BRT service to provide fast, efficient, and dependable service.

- **The 3500 South MAX**
  The 3500 South MAX line connects Magna with the West Valley Central TRAX Station and the Millcreek TRAX station in South Salt Lake City.
- **Utah Valley Express (UVX) BRT**
  The Utah Valley Express (UVX) line connects the Orem Intermodal Center with Utah Valley University (UVU), Brigham Young University (BYU), and Provo Intermodal Center station.

2.3.5 ADA Paratransit (PARATRANSIT) and Work Activity Center (WAC)

UTA's Paratransit Service ADA program is a service for people with physical, cognitive, or visual disabilities who are functionally unable to independently use the UTA fixed route bus service either all of the time or only under certain circumstances. UTA provides a complementary paratransit service as an origin-to-destination service.

UTA provides buses to Work Activity Centers (WAC) and operates its service.

2.3.6 Flex Service (FLEX)

UTA offers Flex Service in partnership with several cities and counties. These services operate as a fixed route with a specific schedule and designated stops. However, they can accommodate deviations from the route upon request and pick up or drop off passengers at locations up to ¾ miles from the scheduled route. Such pickup requests are scheduled in advance through UTA's paratransit office.

2.4 Non-Bus Revenue Service

2.4.1 Intermodal connections

UTA operates a Light Rail system, a Streetcar system, and an 81.4-mile Commuter Rail corridor (FrontRunner). The rail systems and the bus network are linked with intermodal connections that improve flexibility and transit reach.

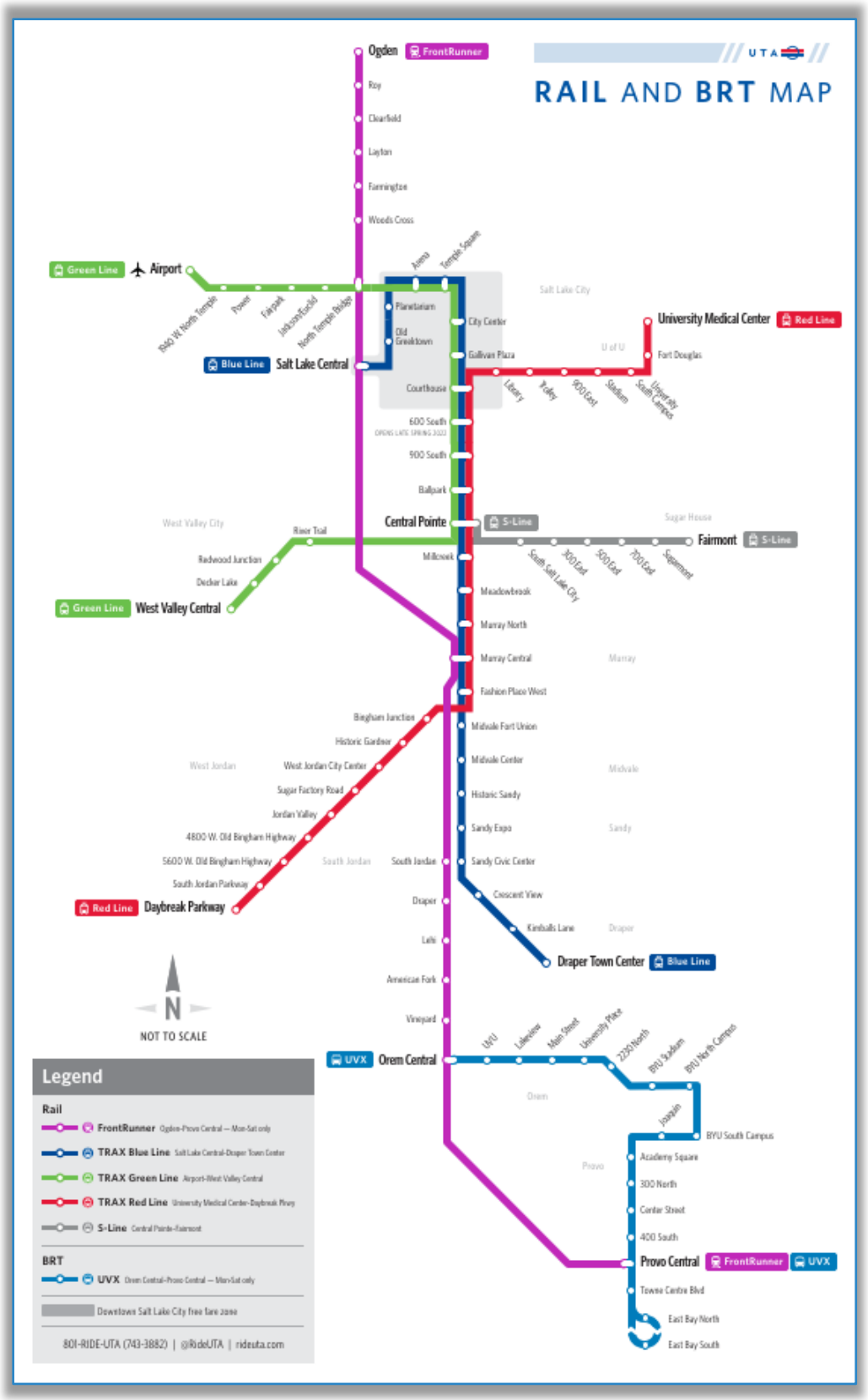

Figure 6 Rail and BRT Map

2.5 Operating Times

UTA's bus service is run at four levels or tiers, with the following headways (in minutes):

Table 2 Service Hours

Tier	Weekday				Saturday				Sunday
	4:00-6:00	6:00-19:00	19:00-21:00	21:00-24:00	4:00-6:00	6:00-19:00	19:00-21:00	21:00-24:00	6:00-21:00
1	30	15	30	30	30	15	30	30	30
2		30	30			60	60		
3		60	60						
4		Peak Only							

Select Tier 2 routes run on Sundays and select Tier 3 routes on Saturdays on routes where ridership is high enough to consistently maintain the service.

3 Existing Transit Centers and Operating Business Units

3.1 Existing Transit Centers

There are currently two transit operational centers:

- Salt Lake Central Station: served by FrontRunner, TRAX blue-line, Amtrak Thruway, Greyhounds, and UTA bus routes 2, 6, 11, 205, 220, 509, 513, 519, 520, and 902.
- Ogden Intermodal Transit Center, served by FrontRunner and bus lines 455, 456, 470, 473, 601, 603, 604, 613, 616, 630, 650, F618, F620.

Other transportation hubs, which are not staffed include:

- Central Pointe Station, served by all three TRAX lines, S-line, and bus routes 17 & 21.
- Millcreek Station, served by the TRAX Blue and Red lines, and bus routes 33, 35 & 35M.
- Murray Central Station, served by TRAX Blue and Red lines, FrontRunner, and bus routes 45, 47, 54, 200 & 201.
- West Valley Station, served by TRAX Green Line and bus routes 35, 39, 41, 227, 240, 248, 509, 513 & F232.
- Orem Station, served by FrontRunner and bus routes 830 & 841.
- Provo Station, served by FrontRunner, Amtrak's California Zephyr, and bus routes 805, 821, 830, 831, 833, 834, 838 & 850

3.2 Operating Bus Units

Due to UTA's large geographical service area UTA's bus operations and maintenance are divided across four operating business units with five Operations & Maintenance (O&M) facilities to provide efficient and reliable service.

UTA's buses are serviced out of five maintenance facilities. Three are in Salt Lake County: Central, Meadowbrook, and Riverside (Special Services). Mt. Ogden is situated to the north of UTA's service area in Weber County, supporting UTA's North service area. Timpanogos is in Utah County on the south end of the service area.

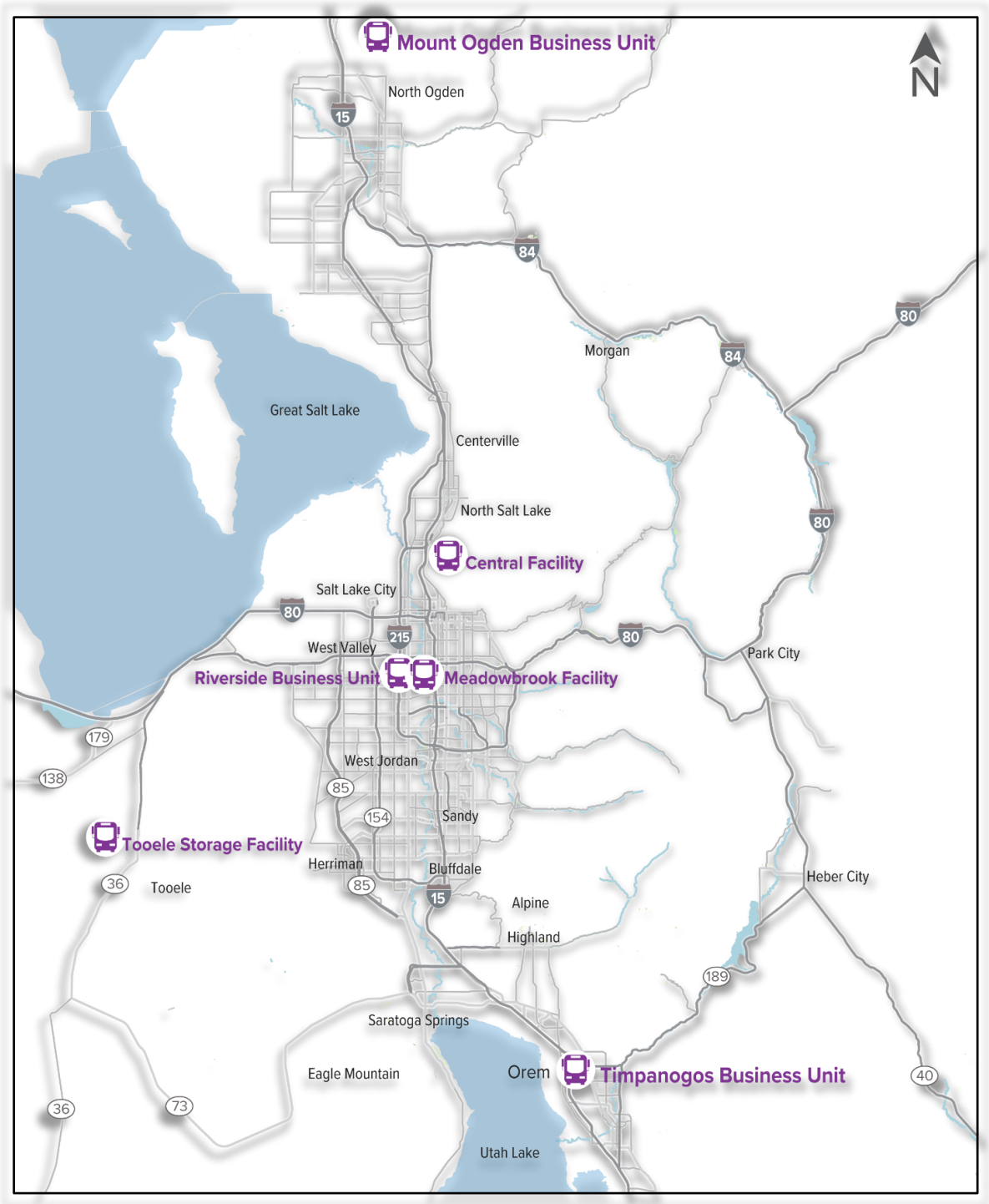

Figure 7 Business Units Map

3.3 Salt Lake Business Unit (Meadowbrook and Central facilities)

The Salt Lake Business Unit consists of the Meadowbrook and Central Facility as described below.

3.3.1 Meadowbrook Facility

Location: 3600 South 700 West, South Salt Lake

Meadowbrook is UTA's largest facility. It occupies 30.4-acres of land in the City of South Salt Lake. The facility consists of 8 buildings and features covered vehicle storage, dispatching, supervisory, administration, and maintenance facilities. The maintenance facility includes repair bays with pits, articulated capable bus bays, and bays with lifts. Other maintenance functions include a service building for fueling, fare retrieval, and a bus washing building. The facility has a storage capacity of 257 buses.

The Meadowbrook location is also home to UTA's only major repair facility. Major engine and transmission overhauls are completed at this location. The facility houses a machine shop for component repair, a body shop, a paint booth, a tire repair shop, and UTA's centralized shipping and receiving parts warehouse.

Seven new bays are currently being constructed and replacement and expansion projects are being implemented. Planned and funded projects include roof replacement, Remote Terminal Unit (RTU) and Makeup Air Unit (MAU) replacement, floor coating, plasma cutter exhaust system installation, hydronic heat implementation at bus wash exits, and brake pit repairs among others.

Figure 8 Meadowbrook Facility Satellite View

Figure 9 Meadowbrook Facility Bays

3.3.2 Central Facility

Location: 616 West 200 South, Salt Lake City

The Central facility is a 38,969-square foot facility sited on 7.28 acres of land and includes six buildings. The Central business unit includes operations functions such as dispatch and administration. Additionally, it houses a chassis wash, fuel and servicing garage, and fare retrieval equipment. The facility includes:

- A high-speed fueling and service system
- A 45,000-gallon fuel storage area
- A high bay area roof with hydraulic lifts
- A standby diesel power generator
- Covered parking for 114 buses
- Pit-type repair stations
- Detail cleaning stations

The Central facility is strategically located at the western edge of downtown Salt Lake City. This location allows for reduced deadheading for many weekday routes that begin and end in downtown Salt Lake City.

Currently, a new facility is under construction and all operations will be transferred from the Central Facility to the Depot District Clean Fuels Technology Center (Section 4.3.2 for more information).

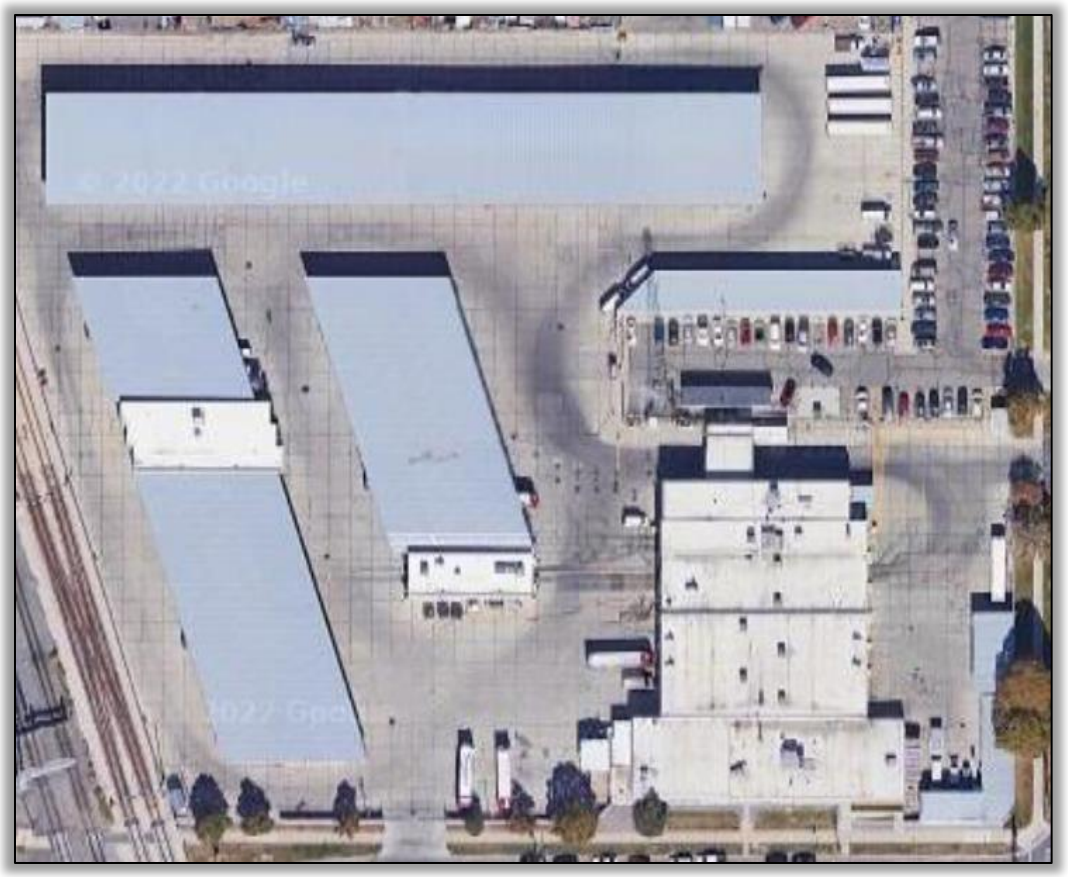

Figure 10 Central Facility Satellite View

Figure 11 Central Facility Bays

3.4 Mount Ogden Business Unit

Location: 17th St. and Wall Ave. Ogden City

The Mt. Ogden business unit is a 43,733-square-foot facility located on 9 acres of land. The Mt. Ogden business unit includes five buildings and is equipped with full accommodations for division management, dispatch, and operations/road supervision as well as the necessary maintenance facilities and equipment to provide effective maintenance of the current Ogden bus fleet.

Maintenance facilities at the Mt. Ogden division have lift-equipped light repair stations, lift-equipped heavy repair stations, pit-equipped preventive maintenance stations, pit-equipped brake inspection, and adjustment station, lift-equipped steam cleaning, and chassis wash station.

The Mt. Ogden business unit has parking stalls for 88 buses. UTA owns an additional 30 acres to the west of the current facility, which is available for possible future expansion.

Current planned and funded projects include bay expansion, roof replacement, and lift installations.

Figure 12 Mount Ogden Facility Satellite View

Figure 13 Mount Ogden Facility Bus Storage

3.5 Timpanogos Business Unit

Location: 1110 South Geneva Road, Orem City

The Timpanogos business unit is the only UTA maintenance facility in Utah County. The 45,124-square foot facility includes a 12,600 square feet extension to accommodate UVX BRT maintenance. It is located on an 8.5-acre site. It includes nine buildings that incorporate operations for dispatch and supervision, bus operator facilities, and maintenance facilities.

The maintenance building includes repair stations, preventative maintenance stations, a high-speed drive-through bus washer, detail-cleaning stations, and a steam cleaning station.

The service building includes high-speed fueling, a 62,000-gallon fuel and lubricant storage unit, nightly service operations, and fare retrieval and security facilities. This site has an additional 5 acres that could be used for future expansion.

As part of the UVX BRT project, UTA enhanced the Timpanogos Maintenance Facility. Improvements include expanded space for vehicles, improved technology, parts storage, and office space. To accommodate the 25 BRT vehicles, the existing 83,400-square foot maintenance, fuel, and wash facility was reconfigured to expand the parts storage area and other workspaces. A tire and brake building, fuel building with a tank farm and space to accommodate CNG fueling, and a wash and detail building east of the existing building. Also, a roof replacement project has been completed recently.

The current planned and funded projects include improvements in the parking lot, the AC Bay, floor repainting, coolant, and oil tanks replacement, and lighting replacement for Light Emitting Diodes (LED).

Figure 14 Timpanogos Maintenance Facility Satellite View

Figure 15 Timpanogos Maintenance Facility

3.6 Riverside Business Unit

Location: 3601 South 900 West, South Salt Lake

Servicing UTA's demand response/paratransit fleet, Riverside Business Unit sits on 8.47 acres. Opened in 1997, it has 86 stalls of covered vehicle storage and dispatch, supervisory, demand response operations, and maintenance facilities. The maintenance facilities include a repair bay with a pit, repair bays with lifts and flat floor bays, a service island with stations for fueling, and a wash facility. The business unit was designed to accommodate the expansion of both the maintenance and storage canopies.

UTA is planning to implement funded and approved projects such as the fire system upgrade, new lifts, and a 500-gal diesel tank replacement.

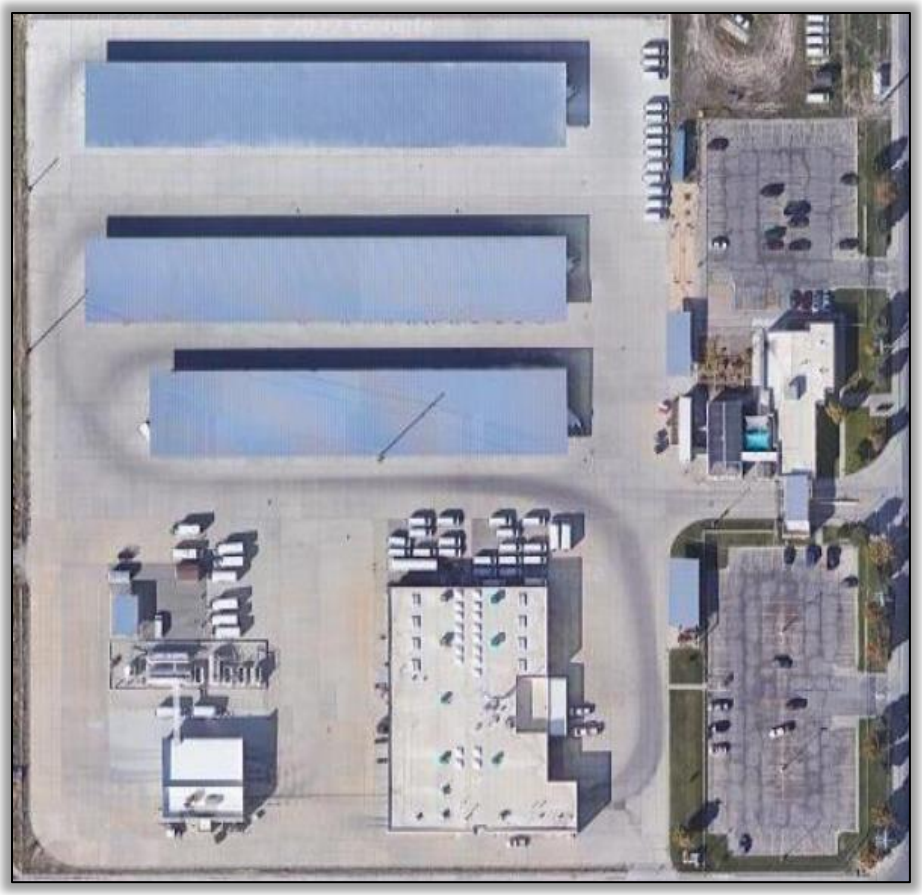

Figure 16 Riverside Facility Satellite View

Figure 17 Riverside Facility Bays

3.7 Tooele Storage Facility

Location: 90 South Garnet Street, Tooele

UTA has a storage facility in Tooele that does not have maintenance capabilities but serves as a bus storage facility for routes from this outlying community to the Salt Lake City area. This storage site allows local Tooele operators to use the buses on commuter routes to Salt Lake City in the morning, leave the buses at the Central garage during the day while they operate other routes, and make the evening return trips back to Tooele with the commuter buses. This improves efficiency by decreasing deadhead running time.

Figure 18 Tooele Storage Facility

4 Expansion Plan

UTA is continually working to enhance service across its multiple modes (bus, light rail, and commuter rail) along the Wasatch Front. UTA plans to increase fixed-route bus ridership as system optimization and intermodal connections improve. UTA's bus service and the corresponding fleet size will continue to increase in line with ridership demand and are subject to available funding.

UTA has developed a Facilities Master Plan to guide the development of UTA facilities to support this increase in fleet size and service.

4.1 Public Outreach

UTA is always working on efficiently making changes to bus service in all counties to make the entire transit network operate more effectively as a unified system. In preparation for each change day, UTA holds outreach efforts to seek input from the community. This input is used to assist the agency in developing service plans.

Changes featured in most change day events.

- New routes
- Discontinued routes
- Route alignment changes to improve connections, improve operational efficiency, or resolve operations and safety issues
- Adjustments to service hours, days of service, or service frequency to match current and/or expected demand
- Schedule adjustments for improved on-time adherence, reduced dwell time, or improved operational efficiency
- Conversion of routes from one mode to another, i.e., local bus to flex, local bus to BRT, etc.

Comments on all change day proposals are accepted via UTA's public comment forum and other media such as the website, e-mail, telephone, mail, and Twitter.

4.2 Future Bus System Expansions

4.2.1 Ogden/Weber State University BRT

Scheduled to commence operations in the fall of 2022, the Ogden Express BRT Project will run from the Ogden FrontRunner Station (UTA Commuter Rail) to Weber State University, terminating at McKay-Dee Medical Center.

The 5.3-mile corridor will provide transit access to Ogden Downtown, Weber State University, and major business, residential, and employment centers along the route.

The Ogden BRT is currently constructing chargers for 11 new electric buses aiming to be installed by June 2022 and the construction of the guideway and stations is ongoing, with the Weber State University shuttle system expected to start in August of 2022. This Shuttle system will operate between the Dee Hub and Central Campus and will replace the existing campus system. Once the entire system opens in August of 2023, the shuttle will be intermixed with the overall BRT system.

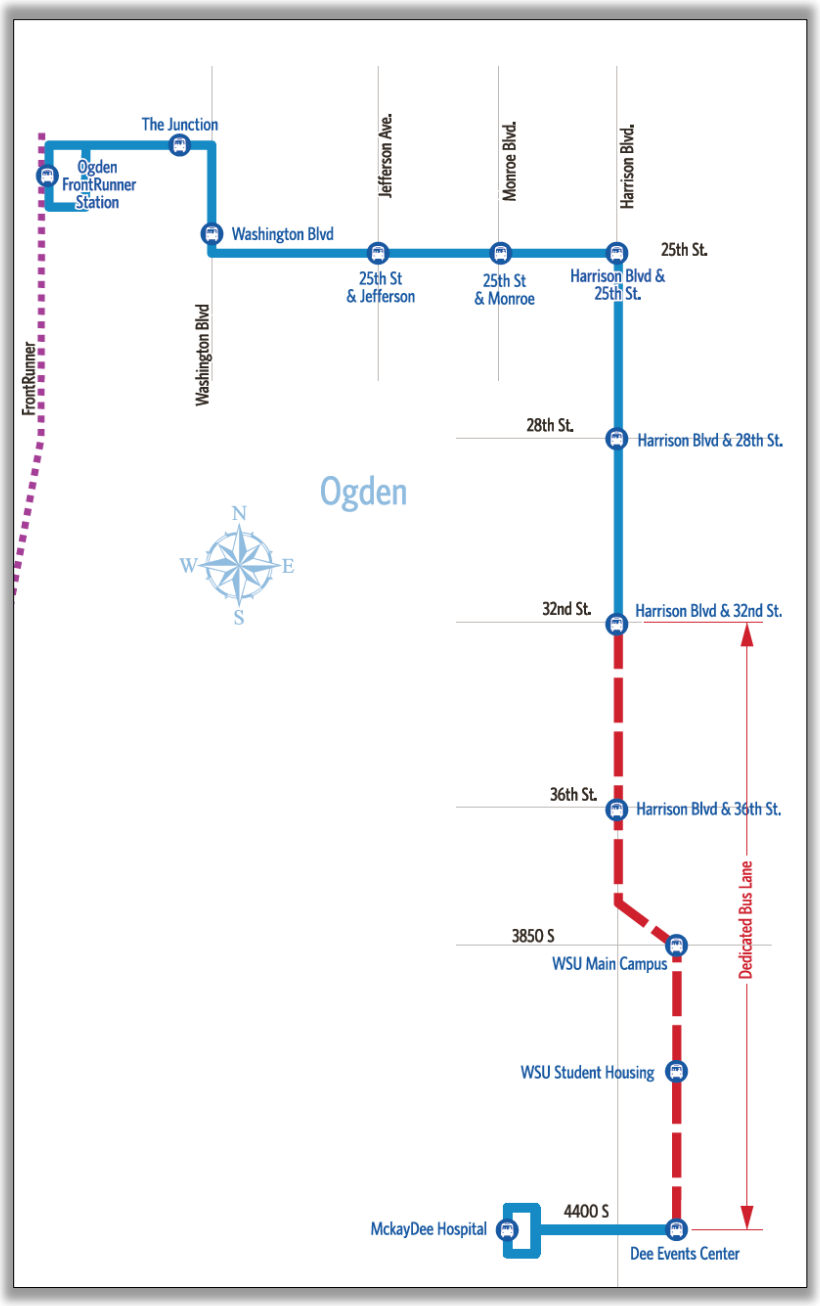

Figure 19 Ogden Express BRT Route

The projected peak, weekday service will require 10 minutes headways for the entire route and 5 minutes on campus.

To meet this service UTA is procuring a fleet of 11, new, 40-foot electric busses:

- 9 - Peak service
- 2 – Spares

The new electric buses will replace older diesel buses that currently operate on Route 603. Route 603 will be discontinued once the Ogden Express BRT becomes operational.

The following infrastructure changes will be incorporated to accommodate the new fleet:

- 4 maintenance bays (8,000 square feet) will be added to the Mount Ogden Business Unit maintenance building.
- Electric charging infrastructure will be added to the Mount Ogden Business Unit storage area.
- 2 on-route charging locations will be installed.

4.3 Future Facility Expansions

UTA is continuously designing, planning, and executing facility improvements and expansions according to the Facilities Master Plan. Current and future expansions are listed below.

4.3.1 Meadowbrook Expansion

The Meadowbrook expansion project consists of 7 additional bays to the existing maintenance building and includes the installation of new lifts. Construction is scheduled to be substantially complete by the end of June 2022.

Figure 20 Meadowbrook Expression Additional Bays

4.3.2 Depot District Expansion

In line with UTA's transit development plan, a new Depot District Clean Fuels Technology Center (DDCFTC) maintenance facility is currently being constructed. The facility will have the capacity to store, operate, maintain and service its current fleet and the addition of more CNG and electric buses. It is scheduled for completion in the Spring of 2023.

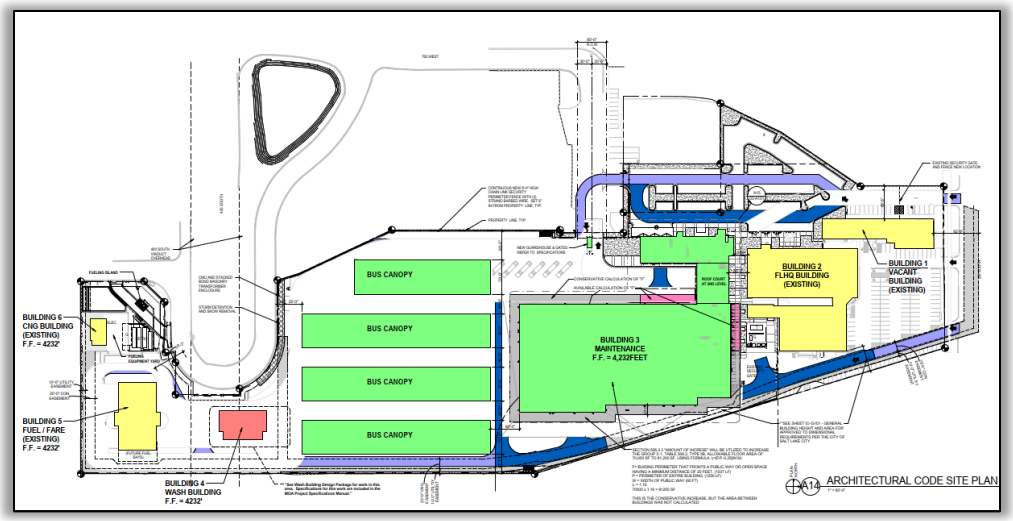

Figure 21 DDCFTC Site Plan

The DDCFTC will replace the existing nearly 50-year-old Central bus garage which is at the end of its useful life. All operations are going to be transferred to the new facility that will provide support in administration, operations, maintenance, and parking for 150 buses (alternative and standard fuel buses to meet short-term and 2040 needs) and expandable to 250.

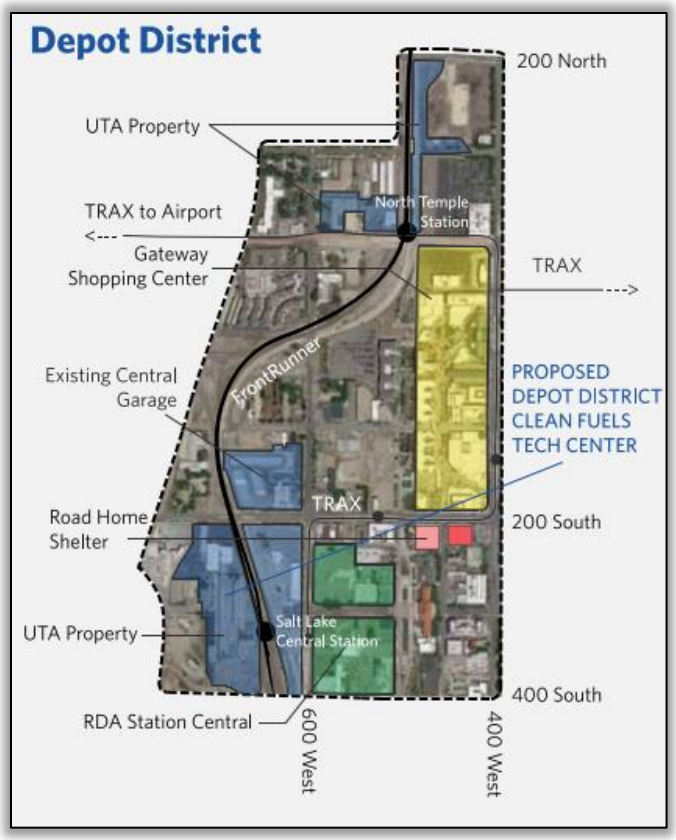

Figure 22 Depot District

It will support the future alternative fuel fleet with chargers for electrical buses. Also, it will speed the transition of UTA´s bus fleet to alternative fuel technologies that utilize locally produced CNG.

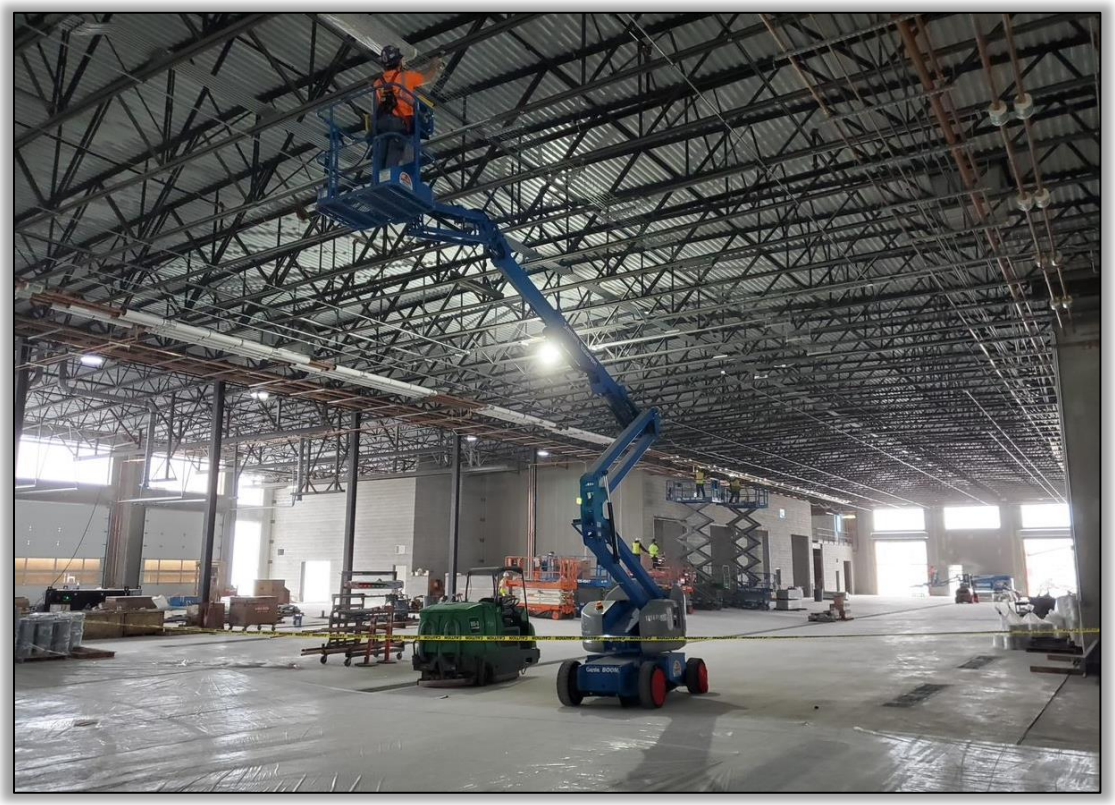

Figure 23 DDCFTC Interior, March 2022

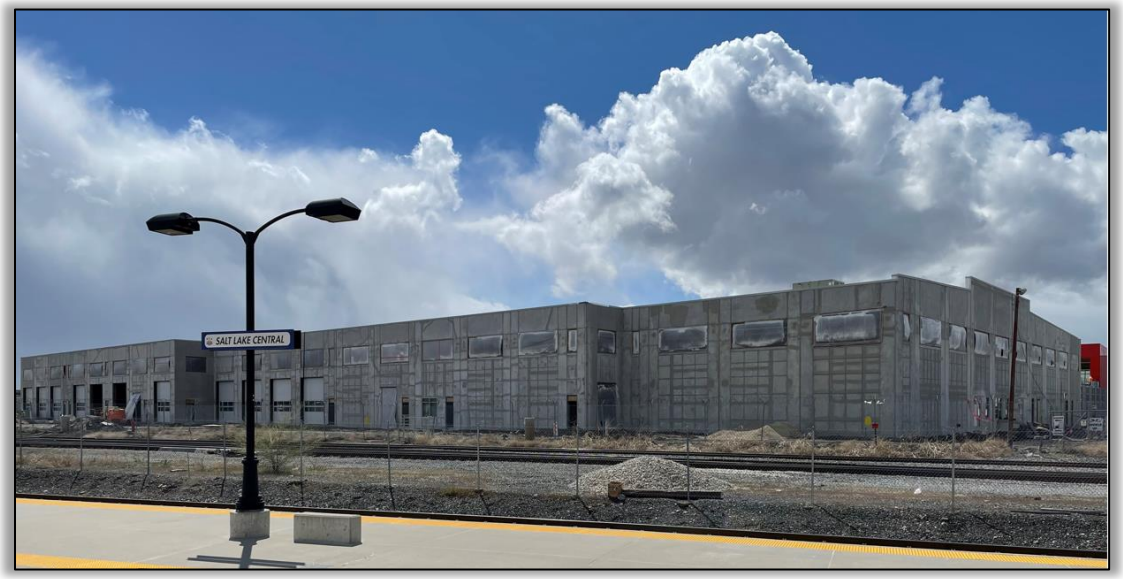

Figure 24 New Facility Construction, April 2022

5 Demand for Revenue Vehicles

Prior to Covid, UTA had been experiencing a steady increase in ridership and bus revenue miles throughout the region. During Covid, the resulting labor market changes forced some routes to be canceled, and others into reduced service. As the economy and labor market readjust, UTA anticipates a return to previous levels and continued growth.

5.1 Peak Passenger Demand

The highest passenger demand occurs during morning and afternoon rush hours. Table 3 reflects the proposed bus service frequency for the August 2022 Change Day.

Table 3 Proposed Service Frequency (August 2022 Change Day)

August 2022 Change Day Proposed Bus Service Frequency										
		Weekday				Saturday				Sunday
Route	Tier	4:00-6:00	6:00-19:00	19:00-21:00	21:00-24:00	4:00-6:00	6:00-19:00	19:00-21:00	21:00-24:00	6:00-21:00
1	1	30	15	30	30	30	15	30	30	30
2	1	30	15	30	30	30	15	30	30	30
4	2+SUN		30	30			60	60		60
9	1	30	15	30	30	30	15	30	30	30
F11	3		60	60						
17	3		60							
21	1	30	15	30	30	30	15	30	30	30
33	1	30	15	30	30	30	15	30	30	30
35	1	30	15	30	30	30	15	30	30	30
39	1 -	30	15	30	30		30	60	60	60
45	2+SUN	60	30	60	60		30	60	60	60
47	2+SUN	60	30	60	60		30	60	60	60
54	2+SUN	60	30	60	60		30	60	60	60
62	3+SAT		60				60	60		
72	2		30	30			60	60		
F94	3+SAT		30	30			60	60		
200	1	30	15	30	30	30	15	30	30	30
201	2		30	30			60	60		
F202	3		30	30						
205	2+SUN		30	60			30	60		60
209	1 -	30	15	30	30		30	30		60
213	2		30	30			60	60		
217	1	30	15	30	30	30	15	30	30	30
218	2		30	30			60	60		
220	2+SUN	60	30	60	60		30	60	60	60
223	3+SAT		60	60			60	60		
227	3		60							
F232	3		30	30						
240	2+SUN		30	30			60	60		60
248	3		60							

August 2022 Change Day Proposed Bus Service Frequency (Cont.)										
		Weekday				Saturday				Sunday
Route	Tier	4:00-6:00	6:00-19:00	19:00-21:00	21:00-24:00	4:00-6:00	6:00-19:00	19:00-21:00	21:00-24:00	6:00-21:00
451	4		Peak							
F453	3		60							
455	3		30/60	60						
470	2+SUN	60	30	30	60	60	30	30	60	30
472	4		Peak							
473	4		Peak							
509	2		30	30			60	60		
513	4		Peak							
F514	3+SAT		30	30			60	60		
F525	3+SAT		30	30			60	60		
551	4+SAT+SUN		Peak				Peak			Peak
F556	3+SAST		30	30			60	60		
F570	3		30	30						
F578	3+SAT		30	30			60	60		
601	2		20	20			20	20		
602	3		5/15	15						
603	1	30	15	30	30		15	30	30	30
604	3+SAT		60	60			60			
606	4		Peak							
612	2+SUN	30	15/30	30	30	30	15/30	30	30	30
613	3		60							
F618	3+SAT		30/60	60			60			
F620	3		30/60	60						
625	3		30/60	60			60			
626	3+SAT		60	60			60			
627	3+SAT		60	60			60			
628	2		30	30			30	30		
630	3+SAT		60	60			60	60		
F638	3		60							
640	2		30	30			60	60		
645	3+SAT		30/60	60			60			
650	4		30/60							
667	2		15/30	30			15/30	30	60	
674	4 (Seasonal)		Peak				Peak			Peak
675	4 (Seasonal)		Peak				Peak			Peak
677	4 (Seasonal)		Peak				Peak			Peak
805	4		Peak							
806	4		Peak							
807	4		Peak							
821	2		30	30			60	60		
822	4		Peak							
830X	2	30	6/10	15	60	30	15	15	60	

August 2022 Change Day Proposed Bus Service Frequency (Cont.)										
		Weekday				Saturday				Sunday
Route	Tier	4:00-6:00	6:00-19:00	19:00-21:00	21:00-24:00	4:00-6:00	6:00-19:00	19:00-21:00	21:00-24:00	6:00-21:00
831	2		30	30			60	60		
833	3+SAT		60				60			
834	2		30				60			
841	2		30	30			60	60		
850	1	30	15	15	30	30	15	15	30	60
862	2		30	30			60	60		
871	3+SAT+SUN		30/60				60			60
880	4 (Seasonal)		Peak				Peak			
901	4 (Seasonal)		Peak				Peak			Peak
902	4 (Seasonal)		Peak				Peak			Peak
953	4 (Seasonal)		30				30			30
972	4 (Seasonal)		15				15			15
994	4 (Seasonal)		15/30				15/30			15/30

5.2 Passenger Load Standards

UTA's Service Design guidelines reference route performance. Route performance is defined in terms of passengers per hour, which corresponds with the load factor.

5.3 Vehicle Run Times

Route run-times are included in the Comprehensive Service Analysis 2019. This data is included in the route summary table in Appendix A.

5.4 UTA Inventory Fleet Breakdown

Below is the 2022 April Change Day roster. This indicates vehicle inventory and peak pullout levels. UTA's highest peak pullout is through December when ski service is provided.

Table 4 Full April 2022 Change Day Roster

	TRANSIT	SKI	PCC	EXPRESS	BRT	TOTAL
Peak Pull Out (Block type from Trapeze)	251	1		27	11	290
Spares	127	54	2	19	14	216
Total Active Fleet (Bus Type from JDE)	**378**	**55**	**2**	**46**	**25**	**506**

Active Fleet Breakdown							
Fleet	**Active Buses**	**TRANSIT**	**SKI**	**PCC**	**EXPRESS**	**BRT**	**TOTAL**
160	9950-951 9900 Gillig 40 Foot	2					2
16S	16001-005 16000 Gillig 35 Foot Ski Bus		5				5
17A	17101-125 17100 New Flyer Articulated					25	25
17R	17001-057 17000 Gillig 40 FT	57					57
17S	17071-077 17000 Gillig 35 Foot Ski Bus		7				7
185	0202,0204-205,0207,0209-213 0200 MCI Commuter				9		9
18E	18151-153 18100 NF Electric	3					3
18R	18001-024 18000 Gillig 40 FT	24					24
18T	18101-102 18100 Gillig Trolley 35 FT	2					2
18Y	18103-104 18100 Gillig Trolley 29 FT	2					2
198	07053,07055 07000 Gillig Canyon Service		2				2
19R	19001-010 19000 Gillig 40 FT	10					10
200	04001-003,04005,04007-015 04000 MCI Commuter				13		13
205	06001-006,06008-013,06016-026,06028-029 06000 Gillig 40 Foot	25					25
207	07081-089,07091-092 07000 MCI Commuter				11		11
20R	20001-010 20000 Gillig 40 FT	10					10
20S	20051-059 20000 Gillig Canyon Service		9				9
210	07001-008,07010-021 07000 Gillig Transit	20					20
218	09001-010,09012,09014-017,09019-039,09041-042 09000 Gillig 40 Foot Transit	38					38
21C	21071-078,21085-086 21000 MCI Commuter				10		10
21R	21001-023 21000 Gillig 40 Foot Transit	23					23
220	10001-018,10020-037 10000 Gillig 40 Foot Transit	36					36
221	09091-095 09000 MCI COMMUTER			2	3		5
225	10051-070 10000 Gillig Hybrid	20					20
231	11001-030 11000 Gillig Canyon Service		30				30
232	12001-002,12004-031 12000 Gillig 40 Foot Transit	30					30
233	12041-049 12000 Gillig Hybrid	9					9
236	13001-010 13000 Gillig CNG	10					10
237	13051-052 13000 Gillig Canyon Service		2				2
238	13031-044 13000 Gillig CNG Series 2	14					14
239	14001-020 14000 Gillig 40 Foot Transit	20					20
242	15001-023 15000 Gillig CNG	23					23
	TOTAL ACTIVE BUSES	**378**	**55**	**2**	**46**	**25**	**506**

	MEADOWBROOK	TIMPANOGOS	OGDEN	CENTRAL	TOTAL
Contingency Buses	6	9	1	6	**22**
Active Buses	218	84	117	87	**506**
TOTAL BUSES	**224**	**93**	**118**	**93**	**528**

5.4.1 Central Change Day Roster Report

Table 5 Central Change Day Roster

	TRANSIT	TOTAL
Peak Pull Out (Block type from Trapeze)	55	55
Spares	32	32
Total Active Fleet (Bus Type from JDE)	**87**	**87**

Central Active Fleet Breakdown			
Fleet	**Active Buses**	**TRANSIT**	**TOTAL**
160	9950-951 9900 Gillig 40 Foot	2	2
18E	18151-153 18100 NF Electric	3	3
18R	18001-024 18000 Gillig 40 FT	24	24
210	07001-008,07010-012 07000 Gillig Transit	11	11
236	13001-010 13000 Gillig CNG	10	10
238	13031-044 13000 Gillig CNG Series 2	14	14
242	15001-023 15000 Gillig CNG	23	23
	TOTAL ACTIVE BUSES	**87**	**87**

CENTRAL RESERVE FLEET BREAKDOWN			
Fleet	**Contingency Buses**		**TOTAL**
160	9941-942,9993 9900 Gillig 40 Foot	3	3
210	07024-025,07033 07000 Gillig Transit	3	3
	TOTAL CONTINGENCY BUSES	**6**	**6**

	CENTRAL
Contingency Buses	6
Active Buses	87
TOTAL BUSES	**93**

5.4.2 Meadowbrook Change Day Roster Report

Table 6 Meadowbrook Change Day Roster

	TRANSIT	SKI	PCC	EXPRESS	TOTAL
Peak Pull Out (Block type from Trapeze)	107	1		5	113
Spares	56	38	2	9	105
Total Active Fleet (Bus Type from JDE)	**163**	**39**	**2**	**14**	**218**

Meadowbrook Active Fleet Breakdown						
Fleet	**Active Buses**	**TRANSIT**	**SKI**	**PCC**	**EXPRESS**	**TOTAL**
17R	17015-057 17000 Gillig 40 FT	43				43
198	07053 07000 Gillig Canyon Service		1			1
19R	19001-010 19000 Gillig 40 FT	10				10
207	07081-089,07091-092 07000 MCI Commuter				11	11
20R	20001-010 20000 Gillig 40 FT	10				10
20S	20051-059 20000 Gillig Canyon Service		9			9
218	09001-010,09012,09014-017,09019-028 9000 Gillig 40 Foot Transit	25				25
21R	21015-023 21000 Gillig 40 Foot Transit	9				9
220	10001-018,10020-037 10000 Gillig 40 Foot Transit	36				36
221	09091-095 09000 MCI COMMUTER			2	3	5
231	11004-030 11000 Gillig Canyon Service		27			27
232	12001-002,12004-031 12000 Gillig 40 Foot Transit	30				30
237	13051-052 13000 Gillig Canyon Service		2			2
	TOTAL ACTIVE BUSES	**163**	**39**	**2**	**14**	**218**

MEADOWBROOK RESERVE FLEET BREAKDOWN				
Fleet	**Contingency Buses**	**TRANSIT**		**TOTAL**
218	09011,09013,09018 09000 Gillig 40 Foot Transit	1	2	3
219	09051-052 09000 Gillig 40 Foot Suburban	2		2
220	10019 10000 Gillig 40 Foot Transit		1	1
	TOTAL CONTINGENCY BUSES	**3**	**3**	**6**

	MEADOWBROOK
Contingency Buses	6
Active Buses	218
TOTAL BUSES	**224**

5.4.3 Ogden Change Day Roster Report

Table 7 Ogden Change Day Roster

	TRANSIT	SKI	EXPRESS	TOTAL
Peak Pull Out (Block type from Trapeze)	60		13	73
Spares	21	12	11	44
Total Active Fleet (Bus Type from JDE)	81	12	24	117

Ogden Active Fleet Breakdown					
Fleet	**Active Buses**	**TRANSIT**	**SKI**	**EXPRESS**	**TOTAL**
16S	16001-005 16000 Gillig 35 Foot Ski Bus		5		5
17R	17001-014 17000 Gillig 40 FT	14			14
17S	17071-077 17000 Gillig 35 Foot Ski Bus		7		7
185	0202,0204-205,0207,0209-213 0200 MCI Commuter			9	9
18T	18101-102 18100 Gillig Trolley 35 FT	2			2
18Y	18103-104 18100 Gillig Trolley 29 FT	2			2
200	04001-003,04005,04007 04000 MCI Commuter			5	5
205	06001-006,06008-013,06016-026,06028-029 06000 Gillig 40 Foot	25			25
210	07013-021 07000 Gillig Transit	9			9
21C	21071-078,21085-086 21000 MCI Commuter			10	10
233	12041-049 12000 Gillig Hybrid	9			9
239	14001-020 14000 Gillig 40 Foot Transit	20			20
	TOTAL ACTIVE BUSES	**81**	**12**	**24**	**117**

OGDEN RESERVE FLEET BREAKDOWN			
Fleet	**Contingency Buses**		**TOTAL**
205	06031 06000 Gillig 40 Foot	1	1
	TOTAL CONTINGENCY BUSES	1	1

	OGDEN
Contingency Buses	1
Active Buses	117
TOTAL BUSES	**118**

5.4.4 Timpanogos Change Day Roster Report

Table 8 Timpanogos Change Day Roster

	TRANSIT	SKI	EXPRESS	BRT	TOTAL
Peak Pull Out (Block type from Trapeze)	29		9	11	49
Spares	18	4	-1	14	35
Total Active Fleet (Bus Type from JDE)	**47**	**4**	**8**	**25**	**84**

Timpanogos Active Fleet Breakdown						
Fleet	**Active Buses**	**TRANSIT**	**SKI**	**EXPRESS**	**BRT**	**TOTAL**
17A	17101-125 17100 New Flyer Articulated				25	25
198	07055 07000 Gillig Canyon Service		1			1
200	04008-015 04000 MCI Commuter			8		8
218	09029-039,09041-042 09000 Gillig 40 Foot Transit	13				13
21R	21001-014 21000 Gillig 40 Foot Transit	14				14
225	10051-070 10000 Gillig Hybrid	20				20
231	11001-003 11000 Gillig Canyon Service		3			3
	TOTAL ACTIVE BUSES	**47**	**4**	**8**	**25**	**84**

TIMPANOGOS RESERVE FLEET BREAKDOWN			
Fleet	**Contingency Buses**		**TOTAL**
210	07022-023,07026,07028-032,07034 07000 Gillig Transit	9	9
	TOTAL CONTINGENCY BUSES	9	9

	TIMPANOGOS
Contingency Buses	9
Active Buses	84
TOTAL BUSES	**93**

6 UTA Spare Ratio

The Covid-19 Pandemic has impacted UTA's ridership causing a temporal reduction in bus service thus increasing UTA's spare ratio above the 20% allowed by FTA. Ridership is expected to increase as the effects of the pandemic decrease. Increased ridership will require the use of more buses, therefore, reducing the spare ratio.

6.1 Existing and Planned Fleet Procurements

UTA's goal is to replace buses on a 12 to 14-year cycle on transit buses, and 18 years on commuter buses. The actual replacement schedule is driven by the availability of funding while ensuring continued safe and reliable service. The type of technology and/or propulsion type is evaluated on a year-to-year basis and will be dependent on grant funding availability.

The bus replacement plan as of May 2022 is included below. This plan includes service expansions which are currently in progress. There is no provision for service expansion due to the natural growth within the UTA service area, as this type of service expansion is evaluated on an annual basis.

This plan reflects UTA's intention to move toward utilizing Low to Zero Emission Revenue Vehicles.

Table 9 Replacement Plan 2021 – 2050

Original Model Year	Replacement Procurement Year	Type	Original Propulsion	Replacement Propulsion	Qty	Annual Total
2002	**2021**	Commuter	Clean Diesel	Clean Diesel	9	
2007	**2021**	Transit	Clean Diesel	Clean Diesel	9	
2007	**2021**	Canyon Service	Clean Diesel	Clean Diesel	2	20
2004	**2022**	Commuter	Clean Diesel	Clean Diesel	13	
2006	**2022**	Transit	Clean Diesel	Clean Diesel	5	
2006	**2023**	Transit	Clean Diesel	Electric	20	
2010	**2022**	Transit	Hybrid Diesel	Clean Diesel	20	
Expansion	**2022**	Transit	N/A	Electric	11	69
2007	**2023**	Transit	Clean Diesel	CNG	11	
2009	**2023**	Transit	Clean Diesel	Clean Diesel	38	49
2010	**2024**	Transit	Clean Diesel	Clean Diesel	36	
2012	**2024**	Transit	Hybrid Diesel	Clean Diesel	9	
Expansion	**2024**	Transit	N/A	Electric	10	55
2007	**2025**	Transit	Clean Diesel	Clean Diesel	11	
2011	**2025**	Canyon Service	Clean Diesel	Clean Diesel	30	
2013	**2025**	Transit	Clean Diesel	CNG	24	65
2012	**2026**	Transit	Clean Diesel	Electric	15	
2012	**2026**	Transit	Clean Diesel	Clean Diesel	15	
Expansion	**2026**	Transit	N/A	Electric	20	50

Table 9 Replacement Plan 2021 – 2050 (Cont.)						
Original Model Year	Replacement Procurement Year	Type	Original Propulsion	Replacement Propulsion	Qty	Annual Total
2009	**2027**	Transit	Clean Diesel	Electric	5	
2013	**2027**	Transit	Clean Diesel	Electric	2	
2015	**2027**	Transit	CNG	CNG	23	
2013	**2027**	Canyon Service	Clean Diesel	Clean Diesel	2	32
2014	**2028**	Transit	Clean Diesel	Clean Diesel	10	
2014	**2028**	Transit	Clean Diesel	Electric	10	20
2017	**2029**	Transit	Hybrid Diesel	Electric	25	25
2016	**2030**	Canyon Service	Clean Diesel	Clean Diesel	5	
2018	**2030**	Transit	Electric	Electric	3	
Expansion	**2030**	Transit	N/A	Electric	9	17
2017	**2031**	Transit	Clean Diesel	Clean Diesel	31	
2017	**2031**	Transit	Clean Diesel	Electric	12	
2017	**2031**	Transit	Clean Diesel	Electric	14	
2017	**2031**	Canyon Service	Clean Diesel	Clean Diesel	7	64
2018	**2032**	Transit	Clean Diesel	CNG	12	
2018	**2032**	Transit	Clean Diesel	Clean Diesel	12	
2018	**2032**	Trolley	Clean Diesel	Electric	4	28
2019	**2033**	Transit	Clean Diesel	Electric	10	10
2020	**2034**	Transit	Clean Diesel	Electric	10	
2020	**2034**	Canyon Service	Clean Diesel	Clean Diesel	9	
2022	**2034**	Transit	Electric	Electric	11	30
2021	**2035**	Transit	Clean Diesel	Clean Diesel	23	
2021	**2035**	Canyon Service	Clean Diesel	Clean Diesel	2	
2021	**2035**	Transit	Clean Diesel	Electric	9	
2023	**2035**	Transit	CNG	CNG	11	45
2022	**2036**	Transit	Clean Diesel	Clean Diesel	45	
2024	**2036**	Transit	Electric	Electric	10	55
2023	**2037**	Transit	Clean Diesel	Clean Diesel	38	
2025	**2037**	Transit	CNG	CNG	24	62
2024	**2038**	Transit	Clean Diesel	Clean Diesel	45	
2026	**2038**	Transit	Electric	Electric	35	80
2021	**2039**	Commuter	Clean Diesel	Clean Diesel	10	
2025	**2039**	Transit	Clean Diesel	Electric	11	
2025	**2039**	Canyon Service	Clean Diesel	Clean Diesel	30	
2027	**2039**	Transit	CNG	CNG	23	
2027	**2039**	Transit	Electric	Electric	5	79

Table 9 Replacement Plan 2021 – 2050 (Cont.)						
Original Model Year	Replacement Procurement Year	Type	Original Propulsion	Replacement Propulsion	Qty	Annual Total
2022	**2040**	Commuter	Clean Diesel	Electric	13	
2026	**2040**	Transit	Clean Diesel	Electric	15	
2028	**2040**	Transit	Electric	Electric	10	38
2027	**2041**	Transit	Clean Diesel	Clean Diesel	2	
2029	**2041**	Transit	Electric	Electric	25	
2027	**2041**	Canyon Service	Clean Diesel	Clean Diesel	2	29
2028	**2042**	Transit	Clean Diesel	Electric	10	
2030	**2042**	Transit	Electric	Electric	12	22
2031	**2043**	Transit	Electric	Electric	12	12
2030	**2044**	Canyon Service	Clean Diesel	Clean Diesel	5	
2032	**2044**	Transit	CNG	CNG	4	
2032	**2044**	Trolley	Electric	Electric	4	13
2031	**2045**	Transit	Clean Diesel	Clean Diesel	45	
2031	**2045**	Canyon Service	Clean Diesel	Clean Diesel	7	
2033	**2045**	Transit	Electric	Electric	10	62
2032	**2046**	Transit	Clean Diesel	Clean Diesel	20	
2034	**2046**	Transit	Electric	Electric	21	41
2035	**2047**	Transit	CNG	CNG	11	11
2034	**2048**	Canyon Service	Clean Diesel	Clean Diesel	9	
2036	**2048**	Transit	Electric	Electric	10	19
2035	**2049**	Canyon Service	Clean Diesel	Clean Diesel	2	
2035	**2049**	Transit	Clean Diesel	Clean Diesel	32	
2037	**2049**	Transit	CNG	CNG	24	58
2036	**2050**	Transit	Clean Diesel	Clean Diesel	25	
2038	**2050**	Transit	Electric	Electric	71	96

6.1.1 Ongoing Procurement

UTA is currently executing a 5-year contract with Gillig for 46 Battery Electric buses. This order is being split between UTA, Park City, and High Valley Transit (HVT). The original order was for 44 vehicles but has increased to 46. There is an option for up to 93 additional vehicles. The contract expired on 2/20/2026.

- 20 for UTA utilizing the VW settlement grant
- 11 for the Ogden Express (OGX) BRT route
- 8 for High Valley Transit
- 7 for Park City Transit

UTA has a contract with MCI for 27 commuter coaches. There is still an option for up to 65 additional vehicles. There is also an option for electric bus purchases. This contract expires 7/15/2025.

A Request for Proposal (RFP) for new standard clean diesel buses is planned for release in the third quarter of 2022.

UTA has a 5-year contract with Lewis Bus for 40 paratransit vehicles. There are 167 options for additional vehicles. There is also an option for electric vehicle purchases. This contract expires on 3/31/2027.

The FTA is accepting applications for their Low or No Emission Vehicle Program – 5339(c). It is UTA's intention to apply through this program for additional funds for low or no emission buses and infrastructure.

https://www.transit.dot.gov/lowno#:~:text=The%20Low%20or%20No%20Emission,leasing%20of%20required%20supporting%20facilities.

6.1.2 Low to Zero Emission Transition Plan

Section 6.1 outlines UTA's planned fleet procurement, with detail included in Table 9. This plan reflects a gradual transition from Clean Diesel and Hybrid buses to more CNG and Electric buses. This transition will require the installation of additional maintenance facility charging stations as well as quicker or top-up chargers at transit centers and route terminations.

As Low to Zero Emission technology develops and becomes more economical in terms of initial capital expense, established UTA infrastructure, and performance, the bus replacement plan will be re-evaluated.

6.2 Overhaul / Rebuild Programs

Beyond preventive and corrective maintenance, UTA currently limits its rebuild and overhaul program to the drivetrain. Engines and transmissions are rebuilt according to the manufacturer's recommended intervals.

6.2.1 Part Obsolescence

There are very few instances of part obsolescence due to the active bus replacement schedule. When there is an instance, equipment Original Equipment Manufacturers (OEMs) typically provide a replacement.

7 Maintenance and Reliability

UTA provides services that are safe, clean, reliable, courteous, accessible, cost-effective, and efficient for operation in all business units. UTA has established 3 objectives to ensure the quality of service:

1. Ensure the cleanliness of the bus through daily servicing and cleaning, with a detailed internal and external cleaning every five weeks.
2. Achieve “on-time” (0 to +5 minutes) schedule reliability of at least 88 percent, as per the Service Design Guidelines. Schedule reliability is calculated from on-board Global Positioning System (GPS) units, with geofences marked around each timepoint. An ahead-of-schedule bus is permitted on express routes de-boarding passengers in the CBD, suburban employment centers, or other major destinations pending specific criteria. The criteria are that there are no passenger stops between the major destination and the last stop at which the bus is “on-time.”
3. Achieve at least 10,500 miles between National Transit Database (NTD) road calls based on schedule miles and total road calls.

The following table outlines the performance measures UTA uses to evaluate the bus service.

Table 10 Performance Measures

Mission Statement Component	Objectives	Items to Measure/Monitor
Safe	• Reduce preventable vehicle collisions.	• Track ratio of preventable collisions per 100,000 miles.
Clean	• Reduce customer complaints about dirty buses. • Provide prompt bus interior and exterior cleaning.	• Monitor frequency of bus cleaning.
Reliable	• Improve on-time performance. • Decrease service interruptions that negatively affect passenger experience.	• Monitor reliability performance. • Track number of missed trips.
Courteous	• Reduce customer complaints. • Improve customer response time.	• Track number of customer complaints per 100,000 boardings. • Monitor response time/ensure it is within 7-day response goal.
Accessible	• Reduce wheelchair lift failures. • Reduce the number of ADA complaints.	• Cycle lifts daily on all buses.
Cost-effective and Efficient Service	• Increase ridership. • Maintain revenue vehicles. • Provide innovative pass programs.	• Track revenue recovery. • Track investment per rider. • Track overall ridership. • Track cost per passenger; per mile; per hour. • Track maintenance cost per mile.

7.1 Maintenance Philosophy and Management

UTA emphasizes preventive maintenance rather than reactive maintenance. A strong preventive maintenance program reduces maintenance costs by decreasing the number of road calls reducing unpredictable repairs caused by reactive maintenance. UTA uses a graduated Preventative Maintenance Program (PM) based on manufacturer's recommendations and modified based on our experience and the local conditions in UTA's service area. Solid PM Practices maximize useful life, are cost efficient over the life of the vehicle, and ensure that our vehicles remain in safe operating condition.

UTA has an aggressive Preventive Maintenance Program that schedules bus inspections based on a variety of categories. A PM schedule is developed for each type or group of vehicles we operate. The PM schedule is based upon manufacturer's recommendations, application, and vehicle type. The schedule is progressive; Each successive PM includes a higher level of maintenance inspection activity. Vehicles are inspected based on mileage and time. In addition, each vehicle receives an annual comprehensive State Safety Inspection.

7.2 Preventative Maintenance Program

Table 11 outlines the basic preventive maintenance activities and intervals:

Table 11 Preventative Maintenance Activities

Inspection	Interval	Hours req.	Description
6,000-mile	"D" Inspection	6	Oil change and grease plus inspection
12,000-mile	"C" Inspection	8	Oil change and grease plus inspection
24,000-mile	"B" Inspection	10	Oil change, grease, hydraulic, Inspection
48,000-mile	"A" Inspection	16	Major inspection, transmission maintenance, change differential oil, inspection.
HVAC	180-days/Minor 360-days/Major	6 minors 8 majors	HVAC system check
Interior Cleaning	30-days/ deep clean (minor clean nightly on fuel island)	4.7	Interior cleaning
Steam Cleaning	30-days	1	Steam cleaning of the engine compartment
Wheelchair lift	Minor inspection every 6,000-miles (clean/lube). Major inspection every 48,000-miles (Remove lift, clean, lube, replace worn parts).	6	Wheelchair lift inspection
Winterization Inspection	Annual	8	Air system, Hydraulic, Aux. heater, Inspection and Maintenance
Amerex Inspection	Semi Annual	2	Fire suppression system inspection and repair
State Inspection	Annual	5	All Safety related items required by the state are inspected and repaired (brakes, suspension, air system, etc.)
Weekly Brake Inspection	Weekly	5-min per bus	One Driver and one mechanic in an inspection pit check rod travel and Pad/Shoe condition and recommend any buses needing repair to supervisor.

7.3 Obsolescence

By keeping the bus fleet up to date, part obsolescence rarely occurs. UTA works with bus OEMS through a standard project workflow to identify and install replacement parts. When this occurs, a case number and a Fleet Engineer are assigned and is responsible for locating suitable replacement parts and application to the fleet.

7.4 In-Service Reliability Rates

UTA uses GPS from the radio system to calculate on-time performance at each time point in the fixed-route system. UTA's Policy Forum sets an annual fixed route bus reliability goal as shown in the following table.

Table 12 Fixed Route On-Time Performance

Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Reliability (Goal)	87%	88%	89%	90%	91%	92%	93%	94%	95%	95%	95%
Reliability (Actual)	88%	90%	92%	92%	91%	93%	92%	90%	92%	90%	TBD

Appendix A, Existing Routes

No	Desc	Category	Type		One-Way Miles	Weekday Peak Headway	Weekday Trips	Weekday Miles	Weekday Hours	Sat Trips	Sat Miles	Sat Hours	Sun Trips	Sat Miles	Sat Hours
2	200 South	Significant Corridor	Core	Fixed-Route Bus	4.5	15	65	582	61.5	64	573	49.1	25	224	18.8
9	900 South	Significant Corridor	Core	Fixed-Route Bus	10.4	15	130	1314	130	130	1314	130	50	505.2	50
21	2100 South - 2100 East	Significant Corridor	Core	Fixed-Route Bus	8.2	15	129	1054	79.2	129	1042	77.6	51	412	25.5
33	3300 South	Significant Corridor	Core	Fixed-Route Bus	12.2	15	125	1395	84.3	68	742	44.2	49	560	30.9
39	3900 South	Significant Corridor	Core	Fixed-Route Bus	11.4	15	112	1264	84.5	53	582	36.6	20	226	14.1
41	4100 South	Significant Corridor	core	Fixed-Route Bus	4.6	15	110	505	23.6	55	252	14.2	20	92	5.2
45	4500 South	Significant Corridor	Core	Fixed-Route Bus	8.4	15	113	935	56.9	55	455	26.6	20	166	9.5
47	4700 South	Significant Corridor	Core	Fixed-Route Bus	10.6	15	113	1155	72.3	57	582	53.7	20	204	12.8
54	5400 South	Significant Corridor	Core	Fixed-Route Bus	9.8	15	123	1067	63	53	460	26.3	25	218	12
200	State Street North	Significant Corridor	Core	Fixed-Route Bus	11.5	15	119	1370	133.8	107	1057	113.8	38	375	29.1
209	900 East	Significant Corridor	Core	Fixed-Route Bus	14.2	15	112	1590	117.4	53	752	52.6	24	341	22.5
217	Redwood Road	Significant Corridor	Core	Fixed-Route Bus	17.5	15	122	2049	137.5	60	1005	67.4	20	335	21.3
220	Highland Drive - 1300 East	Significant Corridor	Core	Fixed-Route Bus	17.4	15	120	2017	135.3	57	957	56.4	24	403	25.2
603	WSU - McKay Dee	Significant Corridor	Core	Fixed-Route Bus	7.6	15	134	854	56.8	108	688	42.7	36	269	15.3
612	Washington Boulevard	Significant Corridor	Core	Fixed-Route Bus	17.9	15	118	1884	113.8	105	1685	94.4	36	543	30
830X	Utah Valley Express	Significant Corridor	Core	Bus Rapid Transit	13.4	6	259	3016	208	140	1655	110.9	n/a	n/a	n/a
850	State Street	Significant Corridor	Core	Fixed-Route Bus	22.9	15	113	2585	140.2	58	1327	68.1	22	503	25
3	3rd Avenue	Significant Corridor	Arterial	Fixed-Route Bus	7.6	30	47	350	27.2	26	194	14.4	n/a	n/a	n/a
4	400 South	Significant Corridor	Arterial	Fixed-Route Bus	12.4	30	60	730	54.2	26	316	23.6	22	268	19
6	6th Avenue	Significant Corridor	Arterial	Fixed-Route Bus	6.3	30	30	379	37.1	13	164	13.8	11	139	11.4
17	1700 South	Significant Corridor	Arterial	Fixed-Route Bus	7.7	30	54	413	36.3	n/a	n/a	n/a	n/a	n/a	n/a
35	3500 South	Significant Corridor	Arterial	Fixed-Route Bus	11.7	30	74	720	38.7	69	675	37.6	52	502	25.5
62	6200 South	Significant Corridor	Arterial	Fixed-Route Bus	10.7	30	35	353	19.9	24	242	12.9	n/a	n/a	n/a
72	7200 South	Significant Corridor	Arterial	Fixed-Route Bus	6.1	30	42	220	16.4	32	168	11.5	n/a	n/a	n/a
201	State Street South	Significant Corridor	Arterial	Fixed-Route Bus	10.1	30	45	454	25.3	27	272	15.5	n/a	n/a	n/a
205	500 East	Significant Corridor	Arterial	Fixed-Route Bus	9.7	15	111	1060	88.2	55	526	37	20	191	14.1
213	1300 East / 1100 East	Significant Corridor	Arterial	Fixed-Route Bus	15.7	30	52	821	56.6	22	347	23.3	n/a	n/a	n/a
218	South Jordan	Significant Corridor	Arterial	Fixed-Route Bus	7.6	30	59	449	23.6	26	198	10.2	n/a	n/a	n/a
223	2300 East / Holladay Blvd	Significant Corridor	Arterial	Fixed-Route Bus	14.6	30	41	593	31.3	n/a	n/a	n/a	n/a	n/a	n/a
227	2700 West	Significant Corridor	Arterial	Fixed-Route Bus	6.8	30	38	259	13.5	n/a	n/a	n/a	n/a	n/a	n/a
240	4000 West / Dixie Valley	Significant Corridor	Arterial	Fixed-Route Bus	13.4	30	88	792	53.5	26	349	23.4	22	275	15.5
248	4800 West	Significant Corridor	Arterial	Fixed-Route Bus	14.4	30	40	561	30.1	n/a	n/a	n/a	n/a	n/a	n/a
470	Ogden - Salt Lake Intercity	Significant Corridor	Arterial	Fixed-Route Bus	44.3	30	83	3519	186.9	65	2730	142.2	60	2544	116.6
604	West Ogden	Significant Corridor	Arterial	Fixed-Route Bus	13.9	30	66	719	36.3	41	348	18.6	n/a	n/a	n/a
613	Weber Industrial Park	Significant Corridor	Arterial	Fixed-Route Bus	9	30	34	300	14.4	n/a	n/a	n/a	n/a	n/a	n/a
625	ATC / Harrison Blvd / WSU	Significant Corridor	Arterial	Fixed-Route Bus	14	30	43	577	32	30	406	22.5	n/a	n/a	n/a
626	West Roy / Clearfield Station	Significant Corridor	Arterial	Fixed-Route Bus	9.9	30	52	487	24.1	24	227	12.4	n/a	n/a	n/a
627	Clearfield Station / DATC	Significant Corridor	Arterial	Fixed-Route Bus	13.9	30	55	606	36.1	24	274	16.4	n/a	n/a	n/a
630	Brigham City / Ogden Commuter	Significant Corridor	Arterial	Fixed-Route Bus	25	120	25	970	31.9	24	597	19.8	n/a	n/a	n/a

640	Layton Hills Mall / WSU Ogden Campus	Significant Corridor	Arterial	Fixed-Route Bus	22.4	30	63	1359	79.6	63	1379	76.4	n/a	n/a	n/a
645	Monroe Boulevard	Significant Corridor	Arterial	Fixed-Route Bus	13	30	47	544	33.3	31	344	21.6	n/a	n/a	n/a
821	South County / Provo Station	Significant Corridor	Arterial	Fixed-Route Bus	21.9	30	47	1020	39.2	26	565	21.9	n/a	n/a	n/a
No	Desc	Category	Type		One-Way Miles	Weekday Peak Headway	Weekday Trips	Weekday Miles	Weekday Hours	Sat Trips	Sat Miles	Sat Hours	Sun Trips	Sat Miles	Sat Hours
831	Provo Grandview	Significant Corridor	Arterial	Fixed-Route Bus	11.6	30	55	635	39.7	23	265	14.9	n/a	n/a	n/a
834	Orem - Riverwoods - Provo	Significant Corridor	Arterial	Fixed-Route Bus	9.1	30	36	322	16.4	22	197	9.5	n/a	n/a	n/a
862	Orem East / West	Significant Corridor	Arterial	Fixed-Route Bus	14	30	57	786	44.2	22	303	16.7	n/a	n/a	n/a
F556	5600 West Flex	Significant Corridor	Arterial	Shuttle Bus	7.8	30	42	289	16.3	24	165	9.4	n/a	n/a	n/a
F570	7000 South Flex	Significant Corridor	Arterial	Shuttle Bus	7.1	30	46	319	17.7	n/a	n/a	n/a	n/a	n/a	n/a
F578	7800 South Flex	Significant Corridor	Arterial	Shuttle Bus	8	30	46	322	18.4	25	176	9.2	n/a	n/a	n/a
F590	9000 South Flex	Significant Corridor	Arterial	Shuttle Bus	6.4	30	42	260	15.5	n/a	n/a	n/a	n/a	n/a	n/a
F94	Sandy Flex	Significant Corridor	Arterial	Shuttle Bus	7.2	30	63	295	175	25	129	7.2	n/a	n/a	n/a
509	900 West Shuttle	Community	Urban	Fixed-Route Bus	13.8	30	44	598	36.3	26	353	18.6	n/a	n/a	n/a
601	Ogden Trolley	Community	Urban	Trolley Bus	2.7	20	48	129	14.4	48	129	14.4	n/a	n/a	n/a
628	Midtown Trolley	Community	Urban	Trolley Bus	7.3	30	64	439	25	56	384	22.8	n/a	n/a	n/a
667	Lagoon / Farmington / Station Park	Community	Urban	Fixed-Route Bus	6.9	30	29	194	11.8	40	198	12.1	n/a	n/a	n/a
833	Airport / Provo Central Station	Community	Urban	Fixed-Route Bus	5.3	30	17	180	9	10	106	4.8	n/a	n/a	n/a
F11	11th Ave Flex	Community	Neighborhood		4.2	60	30	16	16	n/a	n/a	n/a	n/a	n/a	n/a
F202	Bingham Junction Flex	Community	Urban		5	30	60	347	31	n/a	n/a	n/a	n/a	n/a	n/a
F232	3200 W Flex	Community	Arterial		7.6	30	64	498	32	n/a	n/a	n/a	n/a	n/a	n/a
F400	Tooele Flex	Community	Urban	Shuttle Bus	7.4	30	39	262	13.9	n/a	n/a	n/a	n/a	n/a	n/a
F402	Tooele City Circulator	Community	Urban	Shuttle Bus	7.6	30	14	106	5.4	n/a	n/a	n/a	n/a	n/a	n/a
F514	300 West Flex	Community	Urban	Shuttle Bus	7.1	30	44	309	18	24	169	8.8	n/a	n/a	n/a
F618	Ogden BDO Flex	Community	Urban	Shuttle Bus	12.3	30	32	354	17	13	160	8.7	n/a	n/a	n/a
519	Fair Park	Community	Neighborhood	Fixed-Route Bus	10.4	30	31	308	22.7	14	146	9.3	11	115	7.3
520	Rose Park	Community	Neighborhood	Fixed-Route Bus	10.4	30	27	276	19.7	n/a	n/a	n/a	n/a	n/a	n/a
F605	South Davis Flex	Community	Neighborhood	Fixed-Route Bus	7.6	30	59	389	23.6	n/a	n/a	n/a	n/a	n/a	n/a
F620	West Haven Flex	Community	Neighborhood	Fixed-Route Bus	8.5	30	48	404	172	n/a	n/a	n/a	n/a	n/a	n/a
F638	The Brigham City Lift	Community	Neighborhood	Fixed-Route Bus	7.9	60	9	72	6	n/a	n/a	n/a	n/a	n/a	n/a
451	Tooele Express	Regional	Limited-Stop	Motor Coach	39.5	30	10	390	13	n/a	n/a	n/a	n/a	n/a	n/a
454	Grantsville / Salt Lake	Regional	Limited-Stop	Fixed-Route Bus	46.4	30	10	459	17.1	n/a	n/a	n/a	n/a	n/a	n/a
455	U of U / Davis County / WSU	Regional	Limited-Stop	Fixed-Route Bus	51.3	33	50	2427	121.1	n/a	n/a	n/a	n/a	n/a	n/a
472	Ogden - Salt Lake Express	Regional	Limited-Stop	Motor Coach	34.1	23	12	407	12.8	n/a	n/a	n/a	n/a	n/a	n/a
473	SLC - Ogden Hwy 89 Express	Regional	Limited-Stop	Motor Coach	46.5	21	19	776	36	n/a	n/a	n/a	n/a	n/a	n/a
805	Santaquin / Payson / SF / Provo Stn / UVU	Regional	Limited-Stop	Fixed-Route Bus	32.9	45	14	441	12.8	n/a	n/a	n/a	n/a	n/a	n/a
806	Eagle Mtn / Saratoga Spr / Lehi Stn / UVU	Regional	Limited-Stop	Fixed-Route Bus	28.6	30	8	226	7.4	n/a	n/a	n/a	n/a	n/a	n/a
807	North County / Lehi Station / UVU	Regional	Limited-Stop	Fixed-Route Bus	21.4	60	8	141	6	n/a	n/a	n/a	n/a	n/a	n/a
822	South Utah County / BYU / UVU Limited	Regional	Limited-Stop	Fixed-Route Bus	27.5	60	8	219	9.6	n/a	n/a	n/a	n/a	n/a	n/a
902	PC - SLC Connect	Regional	Limited-Stop	Motor Coach	27.2	66	16	426	15.9	n/a	n/a	n/a	n/a	n/a	n/a
953	Midvale Fort Union Station / Snowbird Alta	Recreational	Ski	Canyon Bus	22.8	n/a	2	45	2.3	2	45	2.3	2	45	2.3
F453	Tooele - SLC Flex	Regional	Limited-Stop	Shuttle Bus	31	60	16	492	12.1	n/a	n/a	n/a	n/a	n/a	n/a
513	Industrial Business Park Shuttle	Regional	Shuttle	Fixed-Route Bus	17.4	37	8	138	8.3	n/a	n/a	n/a	n/a	n/a	n/a
551	International Center	Regional	Shuttle	Fixed-Route Bus	15.3	30	9	184	9.5	5	77	3.9	6	92	4.7
606	Enable Utah / Monroe Blvd	Regional	Shuttle	Fixed-Route Bus	8.4	n/a	2	16	2.2	n/a	n/a	n/a	n/a	n/a	n/a

650	Ogden FrontRunner / WSU Fast Bus	Regional	Shuttle	Fixed-Route Bus	8.8	30	20	123	5.9	n/a	n/a	n/a	n/a	n/a	n/a
841	UVU - Orem Station	Regional	Shuttle	Fixed-Route Bus	2.9	30	55	179	12.2	22	62	3.5	n/a	n/a	n/a
No	Desc	Category	Type		One-Way Miles	Weekday Peak Headway	Weekday Trips	Weekday Miles	Weekday Hours	Sat Trips	Sat Miles	Sat Hours	Sun Trips	Sat Miles	Sat Hours
861	Lehi Station / Xactware	Regional	Shuttle	Fixed-Route-Bus	7	30	23	155	11.1	n/a	n/a	n/a	n/a	n/a	n/a
871	Tech Corridor Rail Connector	Regional	Shuttle	Fixed-Route-Bus	14.6	30	48	647	29.1	24	337	14.6	n/a	n/a	n/a
919	Fair Park (West High School)	Regional	Shuttle	Fixed-Route-Bus	4.8	n/a	2	14	1.1	n/a	n/a	n/a	n/a	n/a	n/a
920	Rose Park (West high School)	Regional	Shuttle	Fixed-Route Bus	5.1	n/a	3	14	1	n/a	n/a	n/a	n/a	n/a	n/a
F522	2200 West Flex Shuttle	Regional	Shuttle	Shuttle Bus	3.6	30	29	97	4.8	n/a	n/a	n/a	n/a	n/a	n/a
F534	Herriman Flex Shuttle	Regional	Shuttle	Shuttle Bus	13.6	30	4	53	2.2	n/a	n/a	n/a	n/a	n/a	n/a
674	Powder Mountain / Ogden	Recreational	Ski	Canyon Bus	27	30	13	321	14.7	12	304	14.1	13	329	15.1
675	Ogden / Snow Basin	Recreational	Ski	Canyon Bus	26	60	8	192	8.5	8	192	8.5	8	192	8.5
677	Layton / Snowbasin	Recreational	Ski	Canyon Bus	26.5	60	8	132	9.1	7	113	8	8	132	9.1
880	Sundance Ski Service	Recreational	Ski	Canyon Bus	18.7	45	14	193	6.4	14	193	6.4	n/a	n/a	n/a
901	PC - SLC Connect	Recreational	Ski	Canyon Bus	23.5	60	4	94	2.9	8	187	5.8	8	187	5.8
953	Midvale Fort Union Station / Snowbird Alta	Recreational	Ski	Canyon Bus	22.9	30	35	785	40	35	785	40	35	785	40
972	Bingham Junction / Solitude / Brighton	Recreational	Ski	Canyon Bus	22.9	30	35	785	40	35	785	40	35	785	240
994	90th South TRAX / Snowbird / Alta	Recreational	Ski	Canyon Bus	17.1	15	52	883	47.1	52	883	47.1	52	883	47.1

Appendix B, Current Inventory

Central Revenue Assets

Unit No.	Description	FTA Status
07001	07000 Gillig 40 Foot	Active
07002	07000 Gillig 40 Foot	Active
07003	07000 Gillig 40 Foot	Active
07004	07000 Gillig 40 Foot	Active
07005	07000 Gillig 40 Foot	Active
07006	07000 Gillig 40 Foot	Active
07007	07000 Gillig 40 Foot	Active
07008	07000 Gillig 40 Foot	Active
07010	07000 Gillig 40 Foot	Active
07011	07000 Gillig 40 Foot	Active
07012	07000 Gillig 40 Foot	Active
07022	07000 Gillig 40 Foot	Contingency
07024	07000 Gillig 40 Foot	Contingency
07025	07000 Gillig 40 Foot	Contingency
07032	07000 Gillig 40 Foot	Contingency
07033	07000 Gillig 40 Foot	Contingency
07034	07000 Gillig 40 Foot	Contingency
13001	2013 40 Foot Gillig CNG Series 1	Active
13002	2013 40 Foot Gillig CNG Series 1	Active
13003	2013 40 Foot Gillig CNG Series 1	Active
13004	2013 40 Foot Gillig CNG Series 1	Active
13005	2013 40 Foot Gillig CNG Series 1	Active
13006	2013 40 Foot Gillig CNG Series 1	Active
13007	2013 40 Foot Gillig CNG Series 1	Active
13008	2013 40 Foot Gillig CNG Series 1	Active
13009	2013 40 Foot Gillig CNG Series 1	Active
13010	2013 40 Foot Gillig CNG Series 1	Active
13031	2013 40 Foot Gillig CNG Series 2	Active
13032	2013 40 Foot Gillig CNG Series 2	Active
13033	2013 40 Foot Gillig CNG Series 2	Active
13034	2013 40 Foot Gillig CNG Series 2	Active
13035	2013 40 Foot Gillig CNG Series 2	Active
13036	2013 40 Foot Gillig CNG Series 2	Active
13037	2013 40 Foot Gillig CNG Series 2	Active
13038	2013 40 Foot Gillig CNG Series 2	Active
13039	2013 40 Foot Gillig CNG Series 2	Active
13040	2013 40 Foot Gillig CNG Series 2	Active
13041	2013 40 Foot Gillig CNG Series 2	Active
13042	2013 40 Foot Gillig CNG Series 2	Active
13043	2013 40 Foot Gillig CNG Series 2	Active
13044	2013 40 Foot Gillig CNG Series 2	Active
15001	2015 Gillig 40 Foot CNG	Active
15002	2015 Gillig 40 Foot CNG	Active
15003	2015 Gillig 40 Foot CNG	Active
15004	2015 Gillig 40 Foot CNG	Active
15005	2015 Gillig 40 Foot CNG	Active
15006	2015 Gillig 40 Foot CNG	Active
15007	2015 Gillig 40 Foot CNG	Active
15008	2015 Gillig 40 Foot CNG	Active
15009	2015 Gillig 40 Foot CNG	Active
15010	2015 Gillig 40 Foot CNG	Active
15011	2015 Gillig 40 Foot CNG	Active
15012	2015 Gillig 40 Foot CNG	Active
15013	2015 Gillig 40 Foot CNG	Active
15014	2015 Gillig 40 Foot CNG	Active
15015	2015 Gillig 40 Foot CNG	Active
15016	2015 Gillig 40 Foot CNG	Active
15017	2015 Gillig 40 Foot CNG	Active
15018	2015 Gillig 40 Foot CNG	Active
15019	2015 Gillig 40 Foot CNG	Active
15020	2015 Gillig 40 Foot CNG	Active
15021	2015 Gillig 40 Foot CNG	Active
15022	2015 Gillig 40 Foot CNG	Active
15023	2015 Gillig 40 Foot CNG	Active
18001	2018 Gillig 40 Foot Bus	Active
18002	2018 Gillig 40 Foot Bus	Active
18003	2018 Gillig 40 Foot Bus	Active
18004	2018 Gillig 40 Foot Bus	Active
18005	2018 Gillig 40 Foot Bus	Active
18006	2018 Gillig 40 Foot Bus	Active
18007	2018 Gillig 40 Foot Bus	Active
18008	2018 Gillig 40 Foot Bus	Active
18009	2018 Gillig 40 Foot Bus	Active
18010	2018 Gillig 40 Foot Bus	Active
18011	2018 Gillig 40 Foot Bus	Active
18012	2018 Gillig 40 Foot Bus	Active
18013	2018 Gillig 40 Foot Bus	Active
18014	2018 Gillig 40 Foot Bus	Active
18015	2018 Gillig 40 Foot Bus	Active
18016	2018 Gillig 40 Foot Bus	Active

Central Revenue Assets (Cont.)

Unit No.	Description	FTA Status
18017	2018 Gillig 40 Foot Bus	Active
18018	2018 Gillig 40 Foot Bus	Active
18019	2018 Gillig 40 Foot Bus	Active
18020	2018 Gillig 40 Foot Bus	Active
18021	2018 Gillig 40 Foot Bus	Active
18022	2018 Gillig 40 Foot Bus	Active
18023	2018 Gillig 40 Foot Bus	Active
18024	2018 Gillig 40 Foot Bus	Active
18151	2018 New Flyer Electric	Active
18152	2018 New Flyer Electric	Active
18153	2018 New Flyer Electric	Active
09941	9900 Gillig 40 Foot	Contingency
09942	9900 Gillig 40 Foot	Contingency
09950	9900 Gillig 40 Foot	Active
09951	9900 Gillig 40 Foot	Active
09993	9900 Gillig 40 Foot	Contingency

Meadowbrook Revenue Assets

Unit No.	Description	FTA Status
07053	0700 Gillig Canyon Service	Active
07081	07000 MCI Commuter	Active
07082	07000 MCI Commuter	Active
07083	07000 MCI Commuter	Active
07084	07000 MCI Commuter	Active
07085	07000 MCI Commuter	Active
07086	07000 MCI Commuter	Active
07087	07000 MCI Commuter	Active
07088	07000 MCI Commuter	Active
07089	07000 MCI Commuter	Active
07091	07000 MCI Commuter	Active
07092	07000 MCI Commuter	Active
09001	2009 Gillig 40 Foot Bus	Active
09001	2009 Gillig 40 Foot Bus	Active
09002	2009 Gillig 40 Foot Bus	Active
09003	2009 Gillig 40 Foot Bus	Active
09004	2009 Gillig 40 Foot Bus	Active
09005	2009 Gillig 40 Foot Bus	Active
09006	2009 Gillig 40 Foot Bus	Active
09007	2009 Gillig 40 Foot Bus	Active
09008	2009 Gillig 40 Foot Bus	Active
09009	2009 Gillig 40 Foot Bus	Active
09010	2009 Gillig 40 Foot Bus	Active
09011	2009 Gillig 40 Foot Bus	Active
09012	2009 Gillig 40 Foot Bus	Active
09013	2009 Gillig 40 Foot Bus	Contingency
09014	2009 Gillig 40 Foot Bus	Active
09015	2009 Gillig 40 Foot Bus	Active
09016	2009 Gillig 40 Foot Bus	Active
09017	2009 Gillig 40 Foot Bus	Active
09018	2009 Gillig 40 Foot Bus	Contingency
09019	2009 Gillig 40 Foot Bus	Active
09020	2009 Gillig 40 Foot Bus	Active
09021	2009 Gillig 40 Foot Bus	Active
09022	2009 Gillig 40 Foot Bus	Active
09023	2009 Gillig 40 Foot Bus	Active
09024	2009 Gillig 40 Foot Bus	Active
09025	2009 Gillig 40 Foot Bus	Active
09026	2009 Gillig 40 Foot Bus	Active
09027	2009 Gillig 40 Foot Bus	Active
09028	2009 Gillig 40 Foot Bus	Active
09051	2009 Gillig 40 Foot Bus	Active
09052	2009 Gillig 40 Foot Bus	Active
09091	09000 MCI Commuter	Active
09092	09000 MCI Commuter	Active
09093	09000 MCI Commuter	Active
09094	09000 MCI Commuter	Active
09095	09000 MCI Commuter	Active
10001	2010 Gillig 40 Foot Bus	Active
10002	2010 Gillig 40 Foot Bus	Active
10003	2010 Gillig 40 Foot Bus	Active
10004	2010 Gillig 40 Foot Bus	Active
10005	2010 Gillig 40 Foot Bus	Active
10006	2010 Gillig 40 Foot Bus	Active
10007	2010 Gillig 40 Foot Bus	Active
10008	2010 Gillig 40 Foot Bus	Active
10009	2010 Gillig 40 Foot Bus	Active
10010	2010 Gillig 40 Foot Bus	Active
10011	2010 Gillig 40 Foot Bus	Active
10012	2010 Gillig 40 Foot Bus	Active
10013	2010 Gillig 40 Foot Bus	Active
10014	2010 Gillig 40 Foot Bus	Active
10015	2010 Gillig 40 Foot Bus	Active
10016	2010 Gillig 40 Foot Bus	Active
10017	2010 Gillig 40 Foot Bus	Active
10018	2010 Gillig 40 Foot Bus	Active
10019	2010 Gillig 40 Foot Bus	Contingency
10020	2010 Gillig 40 Foot Bus	Active
10021	2010 Gillig 40 Foot Bus	Active
10022	2010 Gillig 40 Foot Bus	Active
10023	2010 Gillig 40 Foot Bus	Active
10024	2010 Gillig 40 Foot Bus	Active
10025	2010 Gillig 40 Foot Bus	Active
10026	2010 Gillig 40 Foot Bus	Active
10027	2010 Gillig 40 Foot Bus	Active
10028	2010 Gillig 40 Foot Bus	Active
10029	2010 Gillig 40 Foot Bus	Active
10030	2010 Gillig 40 Foot Bus	Active
10031	2010 Gillig 40 Foot Bus	Active
10032	2010 Gillig 40 Foot Bus	Active
10033	2010 Gillig 40 Foot Bus	Active
10034	2010 Gillig 40 Foot Bus	Active
10035	2010 Gillig 40 Foot Bus	Active
10036	2010 Gillig 40 Foot Bus	Active
10037	2010 Gillig 40 Foot Bus	Active
11004	2011 Gillig Canyon Service	Active
11005	2011 Gillig Canyon Service	Active
11006	2011 Gillig Canyon Service	Active
11007	2011 Gillig Canyon Service	Active
11008	2011 Gillig Canyon Service	Active

Meadowbrook Revenue Assets (Cont.)

Unit No.	Description	FTA Status
11009	2011 Gillig Canyon Service	Active
11010	2011 Gillig Canyon Service	Active
11011	2011 Gillig Canyon Service	Active
11012	2011 Gillig Canyon Service	Active
11013	2011 Gillig Canyon Service	Active
11014	2011 Gillig Canyon Service	Active
11015	2011 Gillig Canyon Service	Active
11016	2011 Gillig Canyon Service	Active
11017	2011 Gillig Canyon Service	Active
11018	2011 Gillig Canyon Service	Active
11019	2011 Gillig Canyon Service	Active
11020	2011 Gillig Canyon Service	Active
11021	2011 Gillig Canyon Service	Active
11022	2011 Gillig Canyon Service	Active
11023	2011 Gillig Canyon Service	Active
11024	2011 Gillig Canyon Service	Active
11025	2011 Gillig Canyon Service	Active
11026	2011 Gillig Canyon Service	Active
11027	2011 Gillig Canyon Service	Active
11028	2011 Gillig Canyon Service	Active
11029	2011 Gillig Canyon Service	Active
11030	2011 Gillig Canyon Service	Active
12001	2012 Gillig 40 Foot Bus	Active
12002	2012 Gillig 40 Foot Bus	Active
12003	2012 Gillig 40 Foot Bus	Active
12005	2012 Gillig 40 Foot Bus	Active
12006	2012 Gillig 40 Foot Bus	Active
12007	2012 Gillig 40 Foot Bus	Active
12008	2012 Gillig 40 Foot Bus	Active
12009	2012 Gillig 40 Foot Bus	Active
12010	2012 Gillig 40 Foot Bus	Active
12011	2012 Gillig 40 Foot Bus	Active
12012	2012 Gillig 40 Foot Bus	Active
12013	2012 Gillig 40 Foot Bus	Active
12014	2012 Gillig 40 Foot Bus	Active
12015	2012 Gillig 40 Foot Bus	Active
12016	2012 Gillig 40 Foot Bus	Active
12017	2012 Gillig 40 Foot Bus	Active
12018	2012 Gillig 40 Foot Bus	Active
12019	2012 Gillig 40 Foot Bus	Active
12020	2012 Gillig 40 Foot Bus	Active
12021	2012 Gillig 40 Foot Bus	Active
12022	2012 Gillig 40 Foot Bus	Active
12023	2012 Gillig 40 Foot Bus	Active
12024	2012 Gillig 40 Foot Bus	Active
12025	2012 Gillig 40 Foot Bus	Active
12026	2012 Gillig 40 Foot Bus	Active
12027	2012 Gillig 40 Foot Bus	Active
12028	2012 Gillig 40 Foot Bus	Active
12029	2012 Gillig 40 Foot Bus	Active
12030	2012 Gillig 40 Foot Bus	Active
12031	2012 Gillig 40 Foot Bus	Active
13051	2013 35 Foot Gillig Ski Bus	Active
13052	2013 35 Foot Gillig Ski Bus	Active
17015	2017 Gillig 40 Foot Bus	Active
17016	2017 Gillig 40 Foot Bus	Active
17017	2017 Gillig 40 Foot Bus	Active
17018	2017 Gillig 40 Foot Bus	Active
17019	2017 Gillig 40 Foot Bus	Active
17020	2017 Gillig 40 Foot Bus	Active
17021	2017 Gillig 40 Foot Bus	Active
17022	2017 Gillig 40 Foot Bus	Active
17023	2017 Gillig 40 Foot Bus	Active
17024	2017 Gillig 40 Foot Bus	Active
17025	2017 Gillig 40 Foot Bus	Active
17026	2017 Gillig 40 Foot Bus	Active
17027	2017 Gillig 40 Foot Bus	Active
17028	2017 Gillig 40 Foot Bus	Active
17029	2017 Gillig 40 Foot Bus	Active
17030	2017 Gillig 40 Foot Bus	Active
17031	2017 Gillig 40 Foot Bus	Active
17032	2017 Gillig 40 Foot Bus	Active
17033	2017 Gillig 40 Foot Bus	Active
17034	2017 Gillig 40 Foot Bus	Active
17035	2017 Gillig 40 Foot Bus	Active
17036	2017 Gillig 40 Foot Bus	Active
17037	2017 Gillig 40 Foot Bus	Active
17038	2017 Gillig 40 Foot Bus	Active
17039	2017 Gillig 40 Foot Bus	Active
17040	2017 Gillig 40 Foot Bus	Active
17041	2017 Gillig 40 Foot Bus	Active
17042	2017 Gillig 40 Foot Bus	Active
17043	2017 Gillig 40 Foot Bus	Active
17044	2017 Gillig 40 Foot Bus	Active
17045	2017 Gillig 40 Foot Bus	Active
17046	2017 Gillig 40 Foot Bus	Active
17047	2017 Gillig 40 Foot Bus	Active
17048	2017 Gillig 40 Foot Bus	Active
17049	2017 Gillig 40 Foot Bus	Active
17050	2017 Gillig 40 Foot Bus	Active

Meadowbrook Revenue Assets (Cont.)

Unit No.	Description	FTA Status
17051	2017 Gillig 40 Foot Bus	Active
17052	2017 Gillig 40 Foot Bus	Active
17053	2017 Gillig 40 Foot Bus	Active
17054	2017 Gillig 40 Foot Bus	Active
17055	2017 Gillig 40 Foot Bus	Active
17056	2017 Gillig 40 Foot Bus	Active
17057	2017 Gillig 40 Foot Bus	Active
19001	2019 Gillig 40 Foot Bus	Active
19002	2019 Gillig 40 Foot Bus	Active
19003	2019 Gillig 40 Foot Bus	Active
19004	2019 Gillig 40 Foot Bus	Active
19005	2019 Gillig 40 Foot Bus	Active
19006	2019 Gillig 40 Foot Bus	Active
19007	2019 Gillig 40 Foot Bus	Active
19008	2019 Gillig 40 Foot Bus	Active
19009	2019 Gillig 40 Foot Bus	Active
19010	2019 Gillig 40 Foot Bus	Active
20001	2020 Gillig 40 Foot Bus	Active
20002	2020 Gillig 40 Foot Bus	Active
20003	2020 Gillig 40 Foot Bus	Active
20004	2020 Gillig 40 Foot Bus	Active
20005	2020 Gillig 40 Foot Bus	Active
20006	2020 Gillig 40 Foot Bus	Active
20007	2020 Gillig 40 Foot Bus	Active
20008	2020 Gillig 40 Foot Bus	Active
20009	2020 Gillig 40 Foot Bus	Active
20010	2020 Gillig 40 Foot Bus	Active
20051	2020 Gillig Ski Bus	Active
20052	2020 Gillig Ski Bus	Active
20053	2020 Gillig Ski Bus	Active
20054	2020 Gillig Ski Bus	Active
20055	2020 Gillig Ski Bus	Active
20056	2020 Gillig Ski Bus	Active
20057	2020 Gillig Ski Bus	Active
20058	2020 Gillig Ski Bus	Active
20059	2020 Gillig Ski Bus	Active
21015	2021 Gillig 40 Foot Bus	Active
21016	2021 Gillig 40 Foot Bus	Active
21017	2021 Gillig 40 Foot Bus	Active
21018	2021 Gillig 40 Foot Bus	Active
21019	2021 Gillig 40 Foot Bus	Active
21020	2021 Gillig 40 Foot Bus	Active
21021	2021 Gillig 40 Foot Bus	Active
21022	2021 Gillig 40 Foot Bus	Active
21023	2021 Gillig 40 Foot Bus	Active

Ogden Revenue Assets

Unit No.	Description	FTA Status
0202	2002 MIC Commuter	Active
0204	2002 MIC Commuter	Active
0205	2002 MIC Commuter	Active
0207	2002 MIC Commuter	Active
0209	2002 MIC Commuter	Active
0210	2002 MIC Commuter	Active
0211	2002 MIC Commuter	Active
0212	2002 MIC Commuter	Active
0213	2002 MIC Commuter	Active
04001	2004 MCI Commuter	Active
04002	2004 MCI Commuter	Active
04003	2004 MCI Commuter	Active
04005	2004 MCI Commuter	Active
04007	2004 MCI Commuter	Active
06001	2006 Gillig 40 Foot	Active
06002	2006 Gillig 40 Foot	Active
06003	2006 Gillig 40 Foot	Active
06004	2006 Gillig 40 Foot	Active
06005	2006 Gillig 40 Foot	Active
06006	2006 Gillig 40 Foot	Active
06008	2006 Gillig 40 Foot	Active
06009	2006 Gillig 40 Foot	Active
06010	2006 Gillig 40 Foot	Active
06011	2006 Gillig 40 Foot	Active
06012	2006 Gillig 40 Foot	Active
06013	2006 Gillig 40 Foot	Active
06016	2006 Gillig 40 Foot	Active
06017	2006 Gillig 40 Foot	Active
06018	2006 Gillig 40 Foot	Active
06019	2006 Gillig 40 Foot	Active
06020	2006 Gillig 40 Foot	Active
06021	2006 Gillig 40 Foot	Active
06022	2006 Gillig 40 Foot	Active
06023	2006 Gillig 40 Foot	Active
06024	2006 Gillig 40 Foot	Active
06025	2006 Gillig 40 Foot	Active
06026	2006 Gillig 40 Foot	Active
06028	2006 Gillig 40 Foot	Active
06029	2006 Gillig 40 Foot	Active
06031	2006 Gillig 40 Foot	Contingency
07013	2007 Gillig 40 Foot	Active
07014	2007 Gillig 40 Foot	Active
07015	2007 Gillig 40 Foot	Active
07016	2007 Gillig 40 Foot	Active
07017	2007 Gillig 40 Foot	Active

Unit No.	Description	FTA Status
7018	2007 Gillig 40 Foot	Active
7019	2007 Gillig 40 Foot	Active
7020	2007 Gillig 40 Foot	Active
7021	2007 Gillig 40 Foot	Active
12041	2012 Gillig Hybrid Bus	Active
12042	2012 Gillig Hybrid Bus	Active
12043	2012 Gillig Hybrid Bus	Active
12044	2012 Gillig Hybrid Bus	Active
12045	2012 Gillig Hybrid Bus	Active
12046	2012 Gillig Hybrid Bus	Active
12047	2012 Gillig Hybrid Bus	Active
12048	2012 Gillig Hybrid Bus	Active
12049	2012 Gillig Hybrid Bus	Active
14001	2014 Gillig 40 Foot	Active
14002	2014 Gillig 40 Foot	Active
14003	2014 Gillig 40 Foot	Active
14004	2014 Gillig 40 Foot	Active
14005	2014 Gillig 40 Foot	Active
14006	2014 Gillig 40 Foot	Active
14007	2014 Gillig 40 Foot	Active
14008	2014 Gillig 40 Foot	Active
14009	2014 Gillig 40 Foot	Active
14010	2014 Gillig 40 Foot	Active
14011	2014 Gillig 40 Foot	Active
14012	2014 Gillig 40 Foot	Active
14013	2014 Gillig 40 Foot	Active
14014	2014 Gillig 40 Foot	Active
14015	2014 Gillig 40 Foot	Active
14016	2014 Gillig 40 Foot	Active
14017	2014 Gillig 40 Foot	Active
14018	2014 Gillig 40 Foot	Active
14019	2014 Gillig 40 Foot	Active
14020	2014 Gillig 40 Foot	Active
16001	2016 Gillig 35 Foot Ski Bus	Active
16002	2016 Gillig 35 Foot Ski Bus	Active
16003	2016 Gillig 35 Foot Ski Bus	Active
16004	2016 Gillig 35 Foot Ski Bus	Active
16005	2016 Gillig 35 Foot Ski Bus	Active
17001	2017 Gillig 40 Foot Bus	Active
17002	2017 Gillig 40 Foot Bus	Active
17003	2017 Gillig 40 Foot Bus	Active
17004	2017 Gillig 40 Foot Bus	Active
17005	2017 Gillig 40 Foot Bus	Active
17006	2017 Gillig 40 Foot Bus	Active
17007	2017 Gillig 40 Foot Bus	Active

Ogden Revenue Assets (Cont.)

Unit No.	Description	FTA Status
17008	2017 Gillig 40 Foot Bus	Active
17009	2017 Gillig 40 Foot Bus	Active
17010	2017 Gillig 40 Foot Bus	Active
17011	2017 Gillig 40 Foot Bus	Active
17012	2017 Gillig 40 Foot Bus	Active
17013	2017 Gillig 40 Foot Bus	Active
17014	2017 Gillig 40 Foot Bus	Active
17071	2017 Gillig 35 Foot Ski Bus	Active
17072	2017 Gillig 35 Foot Ski Bus	Active
17073	2017 Gillig 35 Foot Ski Bus	Active
17074	2017 Gillig 35 Foot Ski Bus	Active
17075	2017 Gillig 35 Foot Ski Bus	Active
17076	2017 Gillig 35 Foot Ski Bus	Active
17077	2017 Gillig 35 Foot Ski Bus	Active
18101	2018 Gillig Trolley 35 Foot	Active
18102	2018 Gillig Trolley 35 Foot	Active
18103	2018 Gillig Trolley 35 Foot	Active
18104	2018 Gillig Trolley 35 Foot	Active
21071	2021 MCI Commuter	Active
21072	2021 MCI Commuter	Active
21073	2021 MCI Commuter	Active
21074	2021 MCI Commuter	Active
21075	2021 MCI Commuter	Active
21076	2021 MCI Commuter	Active
21077	2021 MCI Commuter	Active
21078	2021 MCI Commuter	Active
21079	2021 MCI Commuter	Active
21080	2021 MCI Commuter	Active
21081	2021 MCI Commuter	Active
21082	2021 MCI Commuter	Active
21083	2021 MCI Commuter	Active
21084	2021 MCI Commuter	Active
21085	2021 MCI Commuter	Active
21086	2021 MCI Commuter	Active
21087	2021 MCI Commuter	Active
21088	2021 MCI Commuter	Active
21089	2021 MCI Commuter	Active

Riverside Revenue Assets

Unit No.	Description	FTA Status
13205	2013 Chevy Exp Van G4500	Active
13206	2013 Chevy Exp Van G4500	Active
13208	2013 Chevy Exp Van G4500	Active
13209	2013 Chevy Exp Van G4500	Active
13210	2013 Chevy Exp Van G4500	Active
13211	2013 Chevy Exp Van G4500	Active
13212	2013 Chevy Exp Van G4500	Active
13213	2013 Chevy Exp Van G4500	Active
13214	2013 Chevy Exp Van G4500	Active
13215	2013 Chevy Exp Van G4500	Active
13216	2013 Chevy Exp Van G4500	Active
14201	2015 Chevy 4500 Glaval Flex	Active
14202	2015 Chevy 4500 Glaval Flex	Active
14203	2015 Chevy 4500 Glaval Flex	Active
14205	2015 Chevy 4500 Paratransit	Active
14206	2015 Chevy 4500 Paratransit	Active
14207	2015 Chevy 4500 Paratransit	Active
14208	2015 Chevy 4500 Paratransit	Active
14209	2015 Chevy 4500 Paratransit	Active
14210	2015 Chevy 4500 Paratransit	Active
14211	2015 Chevy 4500 Paratransit	Active
15201	2015 Chevy 4500 Glaval	Active
15202	2015 Chevy 4500 Glaval	Active
15203	2015 Chevy 4500 Glaval	Active
15205	2015 Chevy 4500 Glaval	Active
15206	2015 Chevy 4500 Glaval	Active
15207	2015 Chevy 4500 Glaval	Active
15208	2015 Chevy 4500 Glaval	Active
15209	2015 Chevy 4500 Glaval	Active
15210	2015 Chevy 4500 Glaval	Active
15211	2015 Chevy 4500 Glaval	Active
15212	2015 Chevy 4500 Glaval	Active
15213	2015 Chevy 4500 Glaval	Active
15214	2015 Chevy 4500 Glaval	Active
15215	2015 Chevy 4500 Glaval	Active
15216	2015 Chevy 4500 Glaval	Active
15217	2015 Chevy 4500 Glaval	Active
15218	2015 Chevy 4500 Glaval	Active
15219	2015 Chevy 4500 Glaval	Active
15220	2015 Chevy 4500 Glaval	Active
15221	2015 Chevy 4500 Glaval	Active
15222	2015 Chevy 4500 Glaval	Active
15223	2015 Chevy 4500 Glaval	Active
15224	2015 Chevy 4500 Glaval	Active
15225	2015 Chevy 4500 Glaval	Active

Unit No.	Description	FTA Status
15226	2015 Chevy 4500 Glaval	Active
15227	2015 Chevy 4500 Glaval	Active
16201	2017 Ford E450 - Paratransit	Active
16202	2017 Ford E450 - Paratransit	Active
16203	2017 Ford E450 - Paratransit	Active
16204	2017 Ford E450 - Paratransit	Active
16205	2017 Ford E450 - Paratransit	Active
16206	2017 Ford E450 - Paratransit	Active
16207	2017 Ford E450 - Paratransit	Active
16208	2017 Ford E450 - Paratransit	Active
16209	2017 Ford E450 - Paratransit	Active
16210	2017 Ford E450 - Paratransit	Active
16211	2017 Ford E450 - Paratransit	Active
16212	2017 Ford E450 - Paratransit	Active
16213	2017 Ford E450 - Paratransit	Active
16214	2017 Ford E450 - Paratransit	Active
16215	2017 Ford E450 - Paratransit	Active
16216	2017 Ford E450 - Paratransit	Active
16217	2017 Ford E450 - Paratransit	Active
16218	2017 Ford E450 - Paratransit	Active
16219	2017 Ford E450 - Paratransit	Active
16220	2017 Ford E450 - Paratransit	Active
16221	2017 Ford E450 - Paratransit	Active
16222	2017 Ford E450 - Paratransit	Active
16223	2017 Ford E450 - Paratransit	Active
16224	2017 Ford E450 - Paratransit	Active
16225	2017 Ford E450 - Paratransit	Active
16226	2017 Ford E450 - Paratransit	Active
16227	2017 Ford E450 - Paratransit	Active
16228	2017 Ford E450 - Paratransit	Active
17201	2017 Ford E450 - Flex	Active
17202	2017 Ford E450 - Flex	Active
17203	2017 Ford E450 - Flex	Active
17204	2017 Ford E450 - Flex	Active
17205	2017 Ford E450 - Flex	Active
17206	2017 Ford E450 - Flex	Active
17207	2017 Ford E450 - Flex	Active
17208	2017 Ford E450 - Flex	Active
17209	2017 Ford E450 - Flex	Active
17210	2017 Ford E450 - Flex	Active
17211	2017 Ford E450 - Paratransit	Active
17212	2017 Ford E450 - Paratransit	Active
17213	2017 Ford E450 - Paratransit	Active
17214	2017 Ford E450 - Paratransit	Active
17215	2017 Ford E450 - Paratransit	Active

Riverside Revenue Assets (Cont.)

Unit No.	Description	FTA Status
17216	2017 Ford E450 - Paratransit	Active
17217	2017 Ford E450 - Paratransit	Active
17218	2017 Ford E450 - Paratransit	Active
17219	2017 Ford E450 - Paratransit	Active
17220	2017 Ford E450 - Paratransit	Active
17221	2017 Ford E450 - Paratransit	Active
17222	2017 Ford E450 - Paratransit	Active
17223	2017 Ford E450 - Paratransit	Active
17256	2018 Ford Transit 350	Active
18201	2019 Ford E450 - Flex	Active
18202	2019 Ford E450 - Flex	Active
18203	2019 Ford E450 - Flex	Active
18204	2019 Ford E450 - Flex	Active
18205	2019 Ford E450 - Flex	Active
18206	2019 Ford E450 - Flex	Active
18207	2019 Ford E450 - Flex	Active
18208	2019 Ford E450 - Flex	Active
18209	2019 Ford E450 - Flex	Active
18210	2019 Ford E450 - Para	Active
18211	2019 Ford E450 - Para	Active
18212	2019 Ford E450 - Para	Active
18213	2019 Ford E450 - Para	Active
18214	2019 Ford E450 - Para	Active
18215	2019 Ford E450 - Para	Active
18216	2019 Ford E450 - Para	Active
18217	2019 Ford E450 - Para	Active
18218	2019 Ford E450 - Para	Active
18219	2019 Ford E450 - Para	Active
18220	2019 Ford E450 - Para	Active
18221	2019 Ford E450 - Para	Active
18222	2019 Ford E450 - Para	Active
18223	2019 Ford E450 - Para	Active
18224	2019 Ford E450 - Para	Active
18225	2019 Ford E450 - Para	Active
18226	2019 Ford E450 - Para	Active
18227	2019 Ford E450 - Para	Active
18228	2019 Ford E450 - Para	Active
18229	2019 Ford E450 - Para	Active
18230	2019 Ford E450 - Para	Active
18231	2019 Ford E450 - Para	Active
18232	2019 Ford E450 - Para	Active
18233	2019 Ford E450 - Para	Active
18234	2019 Ford E450 - Para	Active
18235	2019 Ford E450 - Para	Active
18236	2019 Ford E450 - Para	Active

Unit No.	Description	FTA Status
19201	2019 Ford E450 - Flex	Active
19202	2019 Ford E450 - Flex	Active
19203	2019 Ford E450 - Flex	Active
19204	2019 Ford E450 - Flex	Active
19205	2019 Ford E450 - Flex	Active
19206	2019 Ford E450 - Flex	Active
19207	2019 Ford E450 - Flex	Active
19208	2019 Ford E450 - Flex	Active
19209	2019 Ford E450 - Flex	Active
19210	2019 Ford E450 - Flex	Active
19211	2019 Ford E450 - Flex	Active
19212	2019 Ford E450 - Flex	Active
19213	2019 Ford E450 - Flex	Active
19214	2019 Ford E450 - Flex	Active
19215	2019 Ford E450 - Flex	Active
19216	2019 Ford E450 - Flex	Active
19217	2019 Ford E450 - Flex	Active
19218	2019 Ford E450 - Flex	Active
19219	2019 Ford E450 - Flex	Active
19220	2019 Ford E450 - Flex	Active
19221	2019 Ford E450 - Flex	Active
19222	2019 Ford E450 - Flex	Active
19223	2019 Ford E450 - Flex	Active
19224	2019 Ford E450 - Flex	Active
19225	2019 Ford E450 - Flex	Active
19226	2019 Ford E450 - Flex	Active
19227	2019 Ford E450 - Flex	Active
19228	2019 Ford E450 - Flex	Active
19229	2019 Ford E450 - Flex	Active
19230	2019 Ford E450 - Flex	Active
20201	2021 Ford E450 Champion - Para	Active
20202	2021 Ford E450 Champion - Para	Active
20203	2021 Ford E450 Champion - Para	Active
20204	2021 Ford E450 Champion - Para	Active
20205	2021 Ford E450 Champion - Para	Active
20206	2021 Ford E450 Champion - Para	Active
20207	2021 Ford E450 Champion - Para	Active
20208	2021 Ford E450 Champion - Para	Active
20209	2021 Ford E450 Champion - Para	Active
20210	2021 Ford E450 Champion - Para	Active
20211	2021 Ford E450 Champion - Para	Active
20212	2021 Ford E450 Champion - Para	Active
20213	2021 Ford E450 Champion - Para	Active
20214	2021 Ford E450 Champion - Para	Active
20215	2021 Ford E450 Champion - Para	Active

Riverside Revenue Assets (Cont.)

Unit No.	Description	FTA Status
20216	2021 Ford E450 Champion - Para	Active
20217	2021 Ford E450 Champion - Para	Active
20218	2021 Ford E450 Champion - Para	Active
20219	2021 Ford E450 Champion - Para	Active
20220	2021 Ford E450 Champion - Para	Active
20221	2021 Ford E450 Champion - Para	Active
20222	2021 Ford E450 Champion - Para	Active
20223	2021 Ford E450 Champion - Para	Active
20224	2021 Ford E450 Champion - Para	Active
20225	2021 Ford E450 Champion - Para	Active

Timpanogos Revenue Assets

Unit No.	Description	FTA Status
04008	2004 MCI Commuter	Active
04009	2004 MCI Commuter	Active
04010	2004 MCI Commuter	Active
04011	2004 MCI Commuter	Active
04012	2004 MCI Commuter	Active
04013	2004 MCI Commuter	Active
04014	2004 MCI Commuter	Active
04015	2004 MCI Commuter	Active
07023	2007 Gillig 40 Foot Bus	Contingency
07026	2007 Gillig 40 Foot Bus	Contingency
07028	2007 Gillig 40 Foot Bus	Contingency
07029	2007 Gillig 40 Foot Bus	Contingency
07030	2007 Gillig 40 Foot Bus	Contingency
07031	2007 Gillig 40 Foot Bus	Contingency
07055	2007 Gillig Canyon Service	Active
09029	2009 Gillig 40 Foot Bus	Active
09030	2009 Gillig 40 Foot Bus	Active
09031	2009 Gillig 40 Foot Bus	Active
09032	2009 Gillig 40 Foot Bus	Active
09033	2009 Gillig 40 Foot Bus	Active
09034	2009 Gillig 40 Foot Bus	Active
09035	2009 Gillig 40 Foot Bus	Active
09036	2009 Gillig 40 Foot Bus	Active
09037	2009 Gillig 40 Foot Bus	Active
09038	2009 Gillig 40 Foot Bus	Active
09039	2009 Gillig 40 Foot Bus	Active
09040	2009 Gillig 40 Foot Bus	Active
09041	2009 Gillig 40 Foot Bus	Active
09042	2009 Gillig 40 Foot Bus	Active
10051	2010 Gillig Hybrid Bus	Active
10052	2010 Gillig Hybrid Bus	Active
10053	2010 Gillig Hybrid Bus	Active
10054	2010 Gillig Hybrid Bus	Active
10055	2010 Gillig Hybrid Bus	Active
10056	2010 Gillig Hybrid Bus	Active
10057	2010 Gillig Hybrid Bus	Active
10058	2010 Gillig Hybrid Bus	Active
10059	2010 Gillig Hybrid Bus	Active
10060	2010 Gillig Hybrid Bus	Active
10061	2010 Gillig Hybrid Bus	Active
10062	2010 Gillig Hybrid Bus	Active
10063	2010 Gillig Hybrid Bus	Active
10064	2010 Gillig Hybrid Bus	Active
10065	2010 Gillig Hybrid Bus	Active
10066	2010 Gillig Hybrid Bus	Active
10067	2010 Gillig Hybrid Bus	Active

Unit No.	Description	FTA Status
10068	2010 Gillig Hybrid Bus	Active
10069	2010 Gillig Hybrid Bus	Active
10070	2010 Gillig Hybrid Bus	Active
11001	2011 Gillig Canyon Service	Active
11002	2011 Gillig Canyon Service	Active
11003	2011 Gillig Canyon Service	Active
17101	2017 New Flyer 60ft Artic	Active
17102	2017 New Flyer 60ft Artic	Active
17103	2017 New Flyer 60ft Artic	Active
17104	2017 New Flyer 60ft Artic	Active
17105	2017 New Flyer 60ft Artic	Active
17106	2017 New Flyer 60ft Artic	Active
17107	2017 New Flyer 60ft Artic	Active
17108	2017 New Flyer 60ft Artic	Active
17109	2017 New Flyer 60ft Artic	Active
17110	2017 New Flyer 60ft Artic	Active
17111	2017 New Flyer 60ft Artic	Active
17112	2017 New Flyer 60ft Artic	Active
17113	2017 New Flyer 60ft Artic	Active
17114	2017 New Flyer 60ft Artic	Active
17115	2017 New Flyer 60ft Artic	Active
17116	2017 New Flyer 60ft Artic	Active
17117	2017 New Flyer 60ft Artic	Active
17118	2017 New Flyer 60ft Artic	Active
17119	2017 New Flyer 60ft Artic	Active
17120	2017 New Flyer 60ft Artic	Active
17121	2017 New Flyer 60ft Artic	Active
17122	2017 New Flyer 60ft Artic	Active
17123	2017 New Flyer 60ft Artic	Active
17124	2017 New Flyer 60ft Artic	Active
17125	2017 New Flyer 60ft Artic	Active
21001	2021 Gillig 40 Foot Bus	Active
21002	2021 Gillig 40 Foot Bus	Active
21003	2021 Gillig 40 Foot Bus	Active
21004	2021 Gillig 40 Foot Bus	Active
21005	2021 Gillig 40 Foot Bus	Active
21006	2021 Gillig 40 Foot Bus	Active
21007	2021 Gillig 40 Foot Bus	Active
21008	2021 Gillig 40 Foot Bus	Active
21009	2021 Gillig 40 Foot Bus	Active
21010	2021 Gillig 40 Foot Bus	Active
21011	2021 Gillig 40 Foot Bus	Active
21012	2021 Gillig 40 Foot Bus	Active
21013	2021 Gillig 40 Foot Bus	Active
21014	2021 Gillig 40 Foot Bus	Active
21090	2021 MCI Commuter	Active

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

TO:	Select a meeting body.
THROUGH:	Jay Fox, Executive Director
FROM:	Kim Shanklin, Chief People Officer
	Cherryl Beveridge, Chief Operations Officer
PRESENTER(S):	Jake Ekker, Business Strategy Specialist

TITLE:

UTA Policy - UTA.05.05 - Hardship Recognition

AGENDA ITEM TYPE:
UTA Policy

RECOMMENDATION:
Adopt UTA.05.05 Hardship Recognition. This adoption does not rescind any existing policies and none exist that address this specific topic.

BACKGROUND:
When UTA employees experience a significant personal hardship, the current option to show support is to have their management and peers prompt a voluntary collection for flowers or a gift. There are currently no specific UTA guidelines on what situation qualifies and what gifts may be appropriate for purchase. This policy is intended to provide an equitable alternative to employee collections while designating specific positions that can assist in guiding this process.

DISCUSSION:
This policy:

- Clarifies US Tax law with respect to what types of recognition/gifts may be taxable in these limited cases;
- Ensures equitable treatment of employees regardless of department or employment classification;
- Defines the limited cases for which hardship recognition is appropriate and which level of management

is able to interpret the policy.

ALTERNATIVES:
No existing policy covers the types of employee recognition brought forth by this policy. If this policy is not adopted, departments may continue to fund recognition through voluntary employee contributions.

FISCAL IMPACT:
$15,000 - $30,000 annually with a forecast of 150-300 potentially impacted employees per year at $100 per case.

ATTACHMENTS:
UTA.05.05 - Hardship Recognition

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UTAH TRANSIT AUTHORITY POLICY

No. UTA.05.05

HARDSHIP RECOGNITION

1) Purpose.
UTA recognizes the value of the relationships built between employees, their peers, and management. UTA would like to recognize the hardships associated with death or serious illness through a tangible show of support. It's important this recognition is applied equitably across the organization, which is the purpose of this policy.

2) Definitions.
"Bereavement" means the period of grief experienced with loss. For the sake of this policy, Bereavement will be limited to mean the death of an eligible loved one or family member.

"Bereavement Leave" means time off work to focus on personal and family obligations associated with Bereavement.

"De minimis Value" means an amount set by UTA for tangible items that are occasional or unusual in frequency. Under IRS guidelines, items with a value of $100 or greater must be taxed.

"Serious Illness" means an illness, injury, impairment, or physical or mental condition which requires overnight hospitalization (including prenatal care), including the period of incapacity or subsequent treatment in connection with the overnight care.

"Tangible Gift" is a gift with a value low enough and with infrequency enough so as to make accounting for it unreasonable. Tangible gifts under a specified value constitute a De Minimis Fringe benefit, which is excluded from IRS Code §132(a)(4). For the purposes of this policy, the allowable value of a tangible gift is up to $99.

"RGM/Director/Chief" means Regional General Manager, Director, or Chief who exists in the employee's chain of command and is of sufficient leadership level to determine the applicability of this policy.

"UTA" means Utah Transit Authority.

3) Policy.
A. Eligibility
   1. Bereavement
      Eligibility will be based on the UTA policy on Bereavement Leave and any Collective Bargaining Agreement.
   2. Serious Illness
      The employee's manager or supervisor will determine if the condition experienced by an employee meets the criteria for eligibility under this policy. Factors below may be used to guide this decision, but in cases where this is unclear, The cognizant RGM/Director/Chief will provide a final decision.

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a. Hospital Stay – a new, non-chronic condition that requires the employee to spend one or more nights in a clinical setting under the care of a nurse or physician.
b. Incapacity – the time when an employee is unable to work, attend school, or perform other regular daily activities due to a serious health condition, treatment therefore, or recovery therefrom.

B. Limitations
26 USC §132 permits an employer to give employees gifts of nominal value on a tax-free basis. UTA has designated the maximum value for hardship recognition as ≤$99 per the Taxation of Awards, Prizes, and Gifts policy.
1. Tangible Gift
   a. A Tangible Gift is a gift that has a physical presence and can be touched. Examples include electronics, clothing, jewelry, flowers/plants, physical awards, etc.
   b. Gift cards and certificates are not allowed under this policy.
   c. The department admin or member of management with a PCard may procure a gift in kind not to exceed $99 in value.

C. Recognition
1. Once a supervisor or manager is aware of a qualifying condition, they are encouraged to communicate with the affected employee to offer sympathy and ask if they are comfortable receiving a gift from their department.
   1. If the supervisor or manager is not sure if the employee's condition qualifies, they may seek further assistance from the appropriate RGM/Director/Chief.
   2. It's important to recognize each employee's preference for recognition. If an employee expresses they would prefer not to receive a gift, a sympathy card expressing support can be provided to the employee. If an employee expresses disinterest in recognition, please honor their wishes.

4) Cross-References.
- Corporate Policy 6.1.12 – Leaves of Absence
- Corporate Policy 3.1.14 – Taxation of Awards, Prizes, and Gifts
- UTA.05.02 – Paid Time Off – Administrative Employees
- 26 USC §132 – Certain Fringe Benefits
- Any Collective Bargaining Agreement with UTA

This UTA Policy was reviewed by UTA's Chief Officers on 10/05/2022, approved by the Board of Trustees on _____ and approved by the Executive Director on _____. This policy takes effect on the latter date.

DocuSigned by:
Kim Shanklin
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Kim Shanklin, Chief People Officer
Accountable Executive

Jay Fox
Executive Director

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Approved as to form and content:

DocuSigned by:
Mike Bell
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Counsel for the Authority

History

Date	Action	Owner
	Board Approved – UTA.05.05 – Hardship Recognition	Chief People Officer
	Adopted – UTA.05.05 – Hardship Recognition	Chief People Officer

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/21/2022

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

TITLE:

Strategy Session to Discuss Collective Bargaining

AGENDA ITEM TYPE:
Closed Session

RECOMMENDATION:
Approve moving to closed session for discussion of collective bargaining.

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

DISCUSSION:
The purpose for this closed session is:

- Strategy session to discuss collective bargaining