Utah Transit Authority

Board of Trustees

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

Wednesday, September 11, 2024 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**	Beth Holbrook
4.	**Public Comment**	Chair Carlton Christensen
5.	**Consent**	Chair Carlton Christensen

a. Approval of August 5, 2024 Board of Trustees Budget Work Session Minutes

b. Approval of August 6, 2024 Board of Trustees Budget Work Session Minutes

c. Approval of August 7, 2024 Board of Trustees Budget Work Session Minutes

d. Approval of August 8, 2024 Board of Trustees Budget Work Session Minutes

e. Approval of August 9, 2024 Board of Trustees Budget Work Session Minutes

f. Approval of August 16, 2024 Board of Trustees Budget Work Session Minutes

g. Approval of August 14, 2024 Board Meeting Minutes

6. Reports

a. Executive Director Report — Jay Fox
- UTA Recognition - TRAX Ambassadors
- Continuous Improvement Excellence Award - Meadowbrook Maintenance

b.	Strategic Plan Minute: Community Support - Strategic Communications Plan	Jay Fox
c.	Financial Report - July 2024	Viola Miller Brad Armstrong Greg Andrews

7. Resolutions

a.	R2024-09-01 - Resolution Authorizing the Execution of Federal Transit Administration 5310 Subrecipient Grant Agreements	Christy Allen

8. Contracts, Disbursements and Grants

a.	Contract: Vendor Managed Shop Supplies (Grainger Inc.)	Todd Mills
b.	Contract: Farmington to Bountiful Bus Stop Improvements - Phase 1 (Landmark Companies, Inc.)	David Hancock Patti Garver
c.	Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-052 - 3300/3500 S. Bus Stops (Stacy and Witbeck, Inc.)	David Hancock Jacob Wouden
d.	Change Order: 200 South Bus Stop Shelter Installation Change Order #02 - Phase II (Landmark Companies, Inc.)	David Hancock Carlie Torres
e.	Change Order: Facility Remodel and Reconfiguration Services Contract Task Order #24-001 - Depot District Restroom Remodel (Paulsen Construction)	David Osborn
f.	Change Order: UTA Headquarters and Salt Lake Central Redevelopment Design Services Change Order 1 - Schematic Design Phase I (Skidmore, Owings & Merrill LLP)	Paul Drake Sean Murphy
g.	Change Order: Banking Services Contract Modification 1 - Exercise Option Years (Zions Bank)	Brian Reeves Rob Lamph
h.	Pre-Procurements - Diesel Fuel and Unleaded Gasoline - Operator Uniforms - Wheel Press - S70 Brake Calipers	Todd Mills

9. Discussion Items

a.	2024 Transit Asset Management Plan - Capital Services	Daniel Hofer Pam Thrasher
b.	Proposed Final 2025-2029 Five Year Capital Plan	David Hancock Daniel Hofer
c.	Tentative 2025 Operating and Capital Budget	Viola Miller Brad Armstrong
d.	Customer Experience Action Plan	Andy Stevenson
e.	Implementation of New Technologies Budget Work Session Follow-up	Alisha Garrett
f.	Labor Relations Overview	Kim Shanklin David Kelly

10. Other Business Chair Carlton Christensen

Next Meeting: Wednesday, September 25th, 2024 at 9:00 a.m.

11. 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.
- Meeting proceedings may be viewed remotely by following the meeting portal link on the UTA Public Meeting Portal - https://rideuta.legistar.com/Calendar.aspx
- In the event of technical difficulties with the remote connection or live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.
- Public Comment may be given live during the meeting by attending in person at the meeting location OR by joining the remote Zoom meeting below.
    - Use this link https://rideuta.zoom.us/webinar/register/WN_8yKmjbS2TPePn979uzGZMg and follow the instructions to register for the meeting (you will need to provide your name and email address).
    - Sign on to the Zoom meeting through the URL provided after registering
    - Sign on 5 minutes prior to the meeting start time.
    - Use the "raise hand" function in Zoom to indicate you would like to make a comment.
    - Comments are limited to 3 minutes per commenter.
- 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, September 10th will be distributed to board members prior to the meeting.
- Meetings are audio and video recorded and live-streamed

- 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.
- 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:** 9/11/2024

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

TITLE:

Approval of August 5, 2024 Board of Trustees Budget Work Session Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the August 5, 2024 Board of Trustees Budget Work Session

BACKGROUND:
A Budget Work Session of the UTA Board of Trustees was held in person on Monday, August 5, 2024 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/930551.html> and the UTA Public Meetings Portal < https://rideuta.legistar.com/Calendar.aspx>.

ATTACHMENTS:
1. 2024-08-05_BOT_Budget Work Session_Minutes_UNAPPROVED

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Monday, August 5, 2024 **9:00 AM** **FrontLines Headquarters**

Budget Work Session

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:01 a.m. He noted this is an in-person recorded meeting with no live video stream. An audio recording of the meeting will be available within three days.

2. Safety First Minute

Alisha Garrett, UTA Chief Enterprise Strategy Officer, delivered a brief safety message.

3. Discussion Items

a. 2025 UTA Budget - Overview

Jay Fox, UTA Executive Director, was joined by Viola Miller, UTA Chief Financial Officer. Fox opened the session by providing an overview of the day's presentations which included a budget overview, strategies, key topic discussions, and planned initiatives.

Fox invited Alisha Garrett to join him in presenting the UTA Executive team's strategies which are aligned with the five strategic priorities from the agency's 2030 strategic plan. These include Quality of Life, Customer Experience, Organizational Excellence, Community Support, and Economic Return.

Staff referenced the "one page strategic document" and summarized the Executive team's annual targets and initiatives to support the plan's priorities within each category for 2024 and 2025.

Miller and Fox provided an overview of the 2025 proposed budget by various categories, 5-10 year fiscal projections, 10-year financial forecast, and sales tax growth. A summary of the 2025 operating budget initiatives and key budget assumptions was

also shared. Miller indicated the need for strong fiscal responsibility, alignment with strategic goals, and a One UTA approach.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- TRAX Modernization project
- Implementation of a new fee schedule and fee revenue tracking
- State of good repair and coordination with Union Pacific on grade crossings
- The agency's wage increase percentage versus the state average
- Budget deficit/debt service
- Sales tax growth and usage

The board recommended:

- Managing expectations/perceptions of future funding and projects following the Olympics announcement.
- Continue capturing and sharing employee improvement ideas through storytelling (both internally and externally)
- Considering external engagement opportunities with riders to share their stories
- A facilities assessment/contingency plan for business continuity
- Tracking the cost of improving working conditions to retain employees versus the cost of recruitment and turnover
- Identifying opportunities at community events to showcase the knowledge and talents of UTA staff
- Increasing engagement efforts and emphasizing the value of transit within the community and to key stakeholders

The meeting recessed at 10:48 a.m. and reconvened at 11:01 a.m.

b. 2025 UTA Budget - Key Topics

Jay Fox was joined by Vi Miller, Alisha Garrett, Patrick Preusser, UTA Chief Operating Officer; David Hancock, UTA Chief Capital Services Officer; Kim Shanklin, Chief People Officer; Nichol Bourdeaux, UTA Chief Planning & Engagement Officer; and Heather Barnum, Chief Communications Officer.

Staff delivered presentations under their respective areas which included the following topics:

Sustainable Service Delivery System - People Resources, and Operations - 2025-2027 Service Plan

- Implementation of services, 2024 service planning changes, recruitment and training, operator working conditions, in addition to metrics for on-time performance, preventative and corrective maintenance, and maintenance

cost/vehicle mile, across service modes

Operations (Rolling Stock, SGR, etc.)

- Public safety, bus, special services, commuter rail, light rail, fleet engineering, maintenance

The meeting was recessed at 12:14 p.m. and reconvened at 12:33 p.m.

IT/Special Systems

- Critical operation systems, radio system upgrade, Trapeze, JD Edwards, Fares Systems, Human Resource Information System (HRIS), WorkDay, SGR (hardware, software), and National Institute of Standards and Technology (NIST) Compliance

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Recruitment, training, graduation, retention and turnover rates
- Management of over staffing
- Apprenticeship program retention rates
- Operator working conditions
- Long-term staffing needs for reduced headways on FrontRunner
- Preventative maintenance concerns
- The need for additional maintenance support
- Electric bus coolant systems
- Bus mean distance between failures
- Wayside - broken gate response time
- Wayside signage
- End of life on critical IT systems and contingency plan for catastrophic failures
- Radio system upgrade options (functionality and integration to local law enforcement systems)
- Enterprise Asset Management system (synergies, integration, data transfer etc.)
- Fares system - mobile apps, payment options, and project implementation
- HRIS WorkDay roll-out and integration
- SGR (Hardware) - recent improvements, tower preventative maintenance
- SGR (Software) - potential vulnerabilities

The board recommended:

- Consistency and transparency relating to plans and costs associated with UTA's aligned plans and studies
- Monitoring and comparing UTA's turnover rate with other agencies
- Taking a proactive approach on the potential impact of large scale events (such as the Olympics) on infrastructure and technology - other countries have experienced issues with their networks during large scale events

Staff committed to provide the board with the following information:

- Issues relating to preventative maintenance across all service units and the underlying factors
- The number of broken gates each year (Wayside)

4. Other Business

a. Next Budget Work Session: Tuesday, August 6th, 2024 at 9:00 a.m.

5. Adjourn

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 1:29 p.m.

Transcribed by Hayley Mitchell
Executive Assistant to the Board
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at https://www.utah.gov/pmn/sitemap/notice/930551.html for entire content. Meeting materials are also accessible at https://rideuta.legistar.com/Calendar.aspx

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

Approved Date:

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Carlton J. Christensen
Chair, Board of Trustees

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

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

TITLE:

Approval of August 6, 2024 Board of Trustees Budget Work Session Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the August 6, 2024 Board of Trustees Budget Work Session

BACKGROUND:
A Budget Work Session of the UTA Board of Trustees was held in person on Tuesday, August 6, 2024 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/930943.html> and the UTA Public Meetings Portal < https://rideuta.legistar.com/Calendar.aspx>.

ATTACHMENTS:
1. 2024-08-06_BOT_Budget Work Session_Minutes_UNAPPROVED

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Tuesday, August 6, 2024 **9:00 AM** **FrontLines Headquarters**

Budget Work Session

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:01 a.m.

2. Safety First Minute

Kim Shanklin, UTA Chief People Officer, delivered a brief safety message.

3. Discussion Items

a. 2025-2029 UTA Capital Plan Overview and Details

Jay Fox, UTA Executive Director, and Viola Miller, UTA Chief Financial Officer, were seated at the meeting table and contributed to the discussion.

For the presentation, David Hancock, UTA Chief Capital Services Officer, was joined by Daniel Hofer, UTA Director of Capital Programs & Support; Nichol Bourdeaux, UTA Chief Planning & Engagement Officer; Patrick Preusser, UTA Chief Operating Officer; and Alisha Garrett, UTA Chief Enterprise Strategy Officer.

Staff reviewed the 2025-2029 5-year Capital Plan, including a high-level overview, the plan as it relates to strategic priorities, alignment with agency goals and objectives. They highlighted new projects, reviewed funding and projects by office, outlined funding by category, and addressed state of good repair projects.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Managerial feedback impacts on the capital plan base budget
- Communication of long-term impacts of capital improvements
- Ogden fueling system replacement

- One-time innovative mobility zone funds
- Ownership of On Demand vehicles
- Software costs and contract management
- Warehouse equipment managed reserve
- Capital contingency
- Future rail car purchase replacement
- TRAX vehicle repairs
- Wheel truing machine costs and utilization
- Bus speed and reliability program
- Bus stops (e.g., standards for seating at bus stops, removal of bus stops on discontinued routes, etc.)
- Planning studies
- Facilities funding
- Bonding strategy
- Radio system replacement budget

The board recommended:

- Providing more complete information on planned transit improvements, particularly joint projects
- Sharing the state of good repair breakdown with stakeholders, including the UTA Local Advisory Council

The board also requested a list of unfunded capital projects.

The meeting was recessed at 10:06 a.m. during the capital plan overview presentation and reconvened at 10:16 a.m., at which point the capital plan overview presentation resumed.

David Hancock was joined by Kyle Stockley, UTA Manager of Capital Vehicles; Jared Scarbrough, UTA Director of Capital Design & Construction; Paul Drake, UTA Director of Real Estate & Transit-Oriented Development; Alisha Garrett; Nichol Bourdeaux; and Tigran Melikyan, UTA Director of Business Analysis.

Staff reviewed the vehicle program by project, design and construction program by project, service-related projects, major projects, state of good repair program, TRAX modernization program, facilities program, and IT capital projects.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Light rail vehicle replacement timeline
- Bus vehicle aging comparison by propulsion system
- Bus useful life extension options and timeline
- Bus procurement plan and strategy
- OGX replacement buses

- Bus fleet age
- Door faults on TRAX Blue Line vehicles
- Commuter rail vehicle gear wear and warranty
- Commuter rail vehicle overhauls (e.g., life expectancy and outsourcing overhaul work)
- Supply chain concerns
- Bus stop construction
- Anticipated service disruptions during FrontRunner 2X construction
- Overhead catenary system (OCS) replacement (e.g., impacts, microgrids)
- Fiber optic replacement
- Facilities master plan completion timeline
- Office space reconfiguration guidelines
- Provision and availability of office space for contractors
- Seismic analysis and specification determinations
- Mt. Ogden facility location and orientation
- Radio communication system (e.g., quality, coverage, and equipment replacement)
- Customer information signage
- Workforce management

The board recommended being strategic with the addition of electric buses and bus infrastructure. The board also requested a future update on UTA's experience with progressive design-build projects.

The meeting was recessed at 11:48 a.m. and reconvened at 12:20 p.m.

b. Executive Director Budget

Jay Fox was joined by Travis King, UTA Acting Director - Safety & Security, and Alisha Garrett. Fox reviewed 2024 strategic initiatives and discussed 2025 executive director strategy, opportunities and challenges, base budget, proposed operating budget, and strategic budget change initiatives.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Administrative resources
- Headcount moved to legal services
- Video services demand
- Video security tech costs
- Camera maintenance costs
- Bus camera pilot

King reviewed the 2024 safety and security strategy and initiatives, and 2025 opportunities and challenges, base budget, and proposed operating budget.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Accident trends
- Grade crossing inspections
- Bus camera system deployment and results
- Automated external defibrillator (AED) placement in facilities
- Accident tracking capabilities in Trapeze
- Security guard turnover rates
- Utilities increases

The board recommended posting a list of CPR-trained employees and making employees aware of the location of AEDs in each building. The board also requested information on the safety impacts of eliminating at-grade crossings.

Staff committed to provide the board with information on security guard turnover rates and related costs.

4. Other Business

a. Next Budget Work Session: Wednesday, August 7th, 2024 at 9:00 a.m.

5. Adjourn

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 1:18 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 or audio located at https://www.utah.gov/pmn/sitemap/notice/930943.html for entire content. Meeting materials are also accessible at https://rideuta.legistar.com/Calendar.aspx.

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

Approved Date:

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Carlton J. Christensen
Chair, Board of Trustees

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

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

TITLE:

Approval of August 7, 2024 Board of Trustees Budget Work Session Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the August 7, 2024 Board of Trustees Budget Work Session

BACKGROUND:
A Budget Work Session of the UTA Board of Trustees was held in person on Wednesday, August 7, 2024 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/930945.html> and the UTA Public Meetings Portal < https://rideuta.legistar.com/Calendar.aspx>.

ATTACHMENTS:
1. 2024-08-07_BOT_Budget Work Session_Minutes_UNAPPROVED

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, August 7, 2024 **9:00 AM** **FrontLines Headquarters**

Budget Work Session

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:00 a.m. He noted this is an in-person recorded meeting with no live video stream. An audio recording of the meeting will be available within three days.

2. Safety First Minute

Heather Barnum, UTA Chief Communications Officer, delivered a brief safety message.

3. Discussion Items

a. Chief People Officer Budget

Jay Fox, UTA Executive Director, and Viola Miller, UTA Chief Financial Officer, were seated at the meeting table and contributed to the discussion.

Kim Shanklin, UTA Chief People Officer, was joined by key directors from the Chief People Office (CPO), including Joy Kapos, UTA HR Business Partner Director; Stacy Palacios, UTA Workforce Technical Training Director, Greg Gerber, UTA Talent Acquisition Director; Ann Green-Barton, UTA Total Rewards Director; and Kenya Fail, UTA Civil Rights Compliance Manager.

Shanklin provided a high level overview of the CPO department and reviewed the CPO Operating Budget. Information shared included:

- CPO responsibilities
- CPO's 2024 Strategies - aligned with priorities from the agency's 2030 strategic plan
- 2024 strategic initiatives milestones & progress
- 2024 strategic budget change initiatives
- 2025 opportunities & challenges

- 2025 base budget highlights
- 2025 proposed operating budget (by department, category, and full-time equivalents)
- 2025 strategic budget change initiatives
- 2025 change initiatives
- 2025 operating budget changes summary

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Succession planning
- New Human Resource Information System (HRIS) - integration and data transfer
- Leadership standards
- Temporary staffing assistance needs
- Management of benefits contracts
- Line items in the 2025 Proposed Operating Budget
- 2025 strategic budget change initiatives

Following the CPO overview, information was provided for the following departments: People Office, HR/Labor Relations, Total Rewards, Talent Acquisition, Workforce Technical Training, and Civil Rights.

Topics of review included: 2024 strategies, 2025 opportunities & challenges, 2025 base budget highlights, and 2025 proposed operating budget.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- People analytics dashboard
- Baseline salary level and retention (administrative staff)
- Baseline results following external consultant HR survey
- Maintenance hiring
- Operator working conditions and retention
- Retirement cliff fall
- Employee goals
- Employee benefits awareness
- Standard Operating Procedures (SOPs)
- Civil Rights compliance

The meeting was recessed at 10:57 a.m. and reconvened at 11:10 a.m.

b. Chief Planning and Engagement Officer Budget

Nichol Bourdeaux, UTA Chief Planning & Engagement Officer was joined by Janelle Robertson, UTA Acting Planning Director; Cindy Medford, UTA Customer Services Manager; Hal Johnson, UTA Innovative Mobility Solutions Director; and Megan Waters, UTA Community Engagement Director.

Bourdeaux provided a high level overview of the Planning & Engagement Office and reviewed the various strategies, initiatives, and budgets. Information shared included:

- Planning & Engagement Office responsibilities
- Planning & Engagement Office 2024 strategies - aligned with priorities from the agency's 2030 strategic plan
- 2024 strategic initiatives milestones & progress
- 2024 strategic budget change initiatives
- 2025 opportunities & challenges
- 2025 base budget highlights
- 2025 proposed operating budget (by department, category, and full-time equivalents)
- 2025 strategic budget change initiatives
- 2025 change initiatives
- 2025 operating budget changes summary

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Deliverables on 2024 strategies
- Extension of TransTrack customer service software system
- Staffing needs and resources
- Planning staff strategy model
- Limited access to qualitative data
- Analysis of data models with other local agencies such as WFRC, MAG, etc. for alignment and transparency etc.
- Sharing community studies data with local municipalities
- Planning studies and priorities within the long-range transit plan
- 2025 proposed operating budget
- Public engagement support
- Travel Training program
- TRAX Ambassador program continuation
- Innovative Mobility Services - public/private contract service
- On Demand data analysis

The meeting was recessed at 12:24 p.m. and reconvened at 12:42 p.m.

Staff then presented information and associated budgets on their area of expertise, including Community Engagement, Customer Service, Innovative Mobility Services, and Planning.

Topics of review included 2024 strategies, 2025 opportunities & challenges, 2025 base budget highlights, and 2025 proposed operating budget.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Adopt-a-Stop program

- Local community engagement partnerships
- Art and Transit
- 2025 proposed operating budget - Community Engagement
- Staff experience and job shadowing in customer service
- Staff Ambassadors
- Expansion of customer service hours and use of AI technology
- On Demand operating hours, prolonged wait times, and system constraints
- Reconnect program
- The need for improved connectivity, consistency, and reliable service
- Electrification manufacturing supply chain contingency plan

The meeting was recessed at 2:08 p.m. and reconvened at 2:20 p.m.

c. Chief Capital Services Officer Budget

Dave Hancock, UTA Chief Capital Services Officer was joined by Jared Scarbrough, UTA Capital Design & Construction Director; Dan Hofer, UTA Capital Program & Support Director; Paul Drake, UTA Real Estate & TOD Director; and Patti Garver Environmental Compliance & Sustainability Manager.

Hancock provided a high level overview of the Chief Capital Services Office and reviewed the various strategies, initiatives, and budgets. Information shared included:

- Responsibilities of the Chief Capital Services Office
- Capital Services Office 2024 Strategies - aligned with priorities from the agency's 2030 strategic plan
- 2024 strategic initiatives milestones & progress
- 2024 strategic budget change initiatives
- 2025 opportunities & challenges
- 2025 proposed operating budget (by department, category, and full-time equivalents)
- 2025 strategic budget change initiatives
- 2025 change initiatives
- 2025 operating budget changes summary

Staff then presented information and associated budgets on their area of expertise, including Real Estate & Transit Oriented Development, Capital Project and Controls, Capital Development, Capital Construction, and Capital Services.

Topics of review included 2024 strategies, 2025 opportunities & challenges, 2025 base budget highlights, and 2025 proposed operating budget.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Project implementation and completion timelines
- Use of consultants versus employees for capital plan projects
- Procurement award announcements

- Moving projects from the 10-year capital plan to the 5-year plan if a project is escalated
- Implementation of non-revenue fleet
- National Environmental Policy Act (NEPA) requirements for projects
- Baseline for the sustainability assessment report for outward communication
- Recycling of materials

The board recommended:

- Consider leasing out land or properties the agency is not actively using
- When publishing monthly "project stories", talk about the economic return on capital projects and use it as an opportunity to talk about the city and their engagement in the project
- Creating an outward facing dashboard of projects for our stakeholders/community. (This could tie into the economic return strategy)
- Highlighting the benefits of a mixed vehicle fleet (CNG and diesel)

The Ten-Year Capital Plan update was deferred to a later meeting.

4. Other Business

a. Next Budget Work Session: Thursday, August 8th, 2024 at 9:00 a.m.

5. 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 3:38 p.m.

Transcribed by Hayley Mitchell
Executive Assistant to the Board
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at https://www.utah.gov/pmn/sitemap/notice/930945.html for entire content. Meeting materials are also accessible at https://rideuta.legistar.com/Calendar.aspx
This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

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Carlton J. Christensen
Chair, Board of Trustees

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

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

TITLE:

Approval of August 8, 2024 Board of Trustees Budget Work Session Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the August 8, 2024 Board of Trustees Budget Work Session

BACKGROUND:
A Budget Work Session of the UTA Board of Trustees was held in person on Thursday, August 8, 2024 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/930947.html> and the UTA Public Meetings Portal < https://rideuta.legistar.com/Calendar.aspx>.

ATTACHMENTS:
1. 2024-08-08_BOT_Budget Work Session_Minutes_UNAPPROVED

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Thursday, August 8, 2024 **9:00 AM** **FrontLines Headquarters**

Budget Work Session

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:47 a.m. (The meeting start time was substantially delayed due to technical difficulties.)

2. Safety First Minute

Nichol Bourdeaux, UTA Chief Planning & Engagement Officer, delivered a brief safety message.

3. Discussion Items

a. Chief Operating Officer Budget

Jay Fox, UTA Executive Director, and Viola Miller, UTA Chief Financial Officer, were seated at the meeting table and contributed to the discussion.

Patrick Preusser, UTA Chief Operating Officer, provided an operations overview by reviewing:

- Operations responsibilities
- 2024 strategy
- 2024 strategic initiatives milestones and progress
- 2024 strategic budget change initiatives
- 2025 base budget highlights
- 2025 opportunities and challenges
- 2025 proposed operating budget (by category, department/business unit, and budgeted full-time equivalents)
- 2025 strategic budget change initiatives
- 2025 operating budget changes

Discussion ensued. Several questions were posed by the board and answered by staff.

Topics of inquiry included:

- Working conditions pilot (e.g., assessment and performance measurements, new employee feedback)
- Transit connection program
- Operations planning standards
- Capitalized operations costs
- Fuel cost projections

The board also requested a report on the working conditions pilot.

Once the operations overview was presented, information was provided for departments and business units, including the chief operating office, public safety, fleet engineering, bus, rail, special services, and asset management.

Chief Operating Office
Preusser reviewed the 2025 proposed operating budget (by department, category, and budgeted full-time equivalents) for the chief operating office. He noted there would not be a full-time equivalent reduction in fleet engineering.

Public Safety
Preusser reviewed the following information pertaining to public safety:

- 2024 strategy
- 2024 strategic initiatives milestones and progress
- 2025 opportunities and challenges
- 2025 proposed operating budget

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Increasing the number of female officers in police recruitment
- Hybrid vehicles functionality
- De-escalation training
- Chaplain services

Fleet Engineering
Preusser reviewed the following information pertaining to fleet engineering:

- 2024 strategy
- 2024 strategic initiatives milestones and progress
- 2025 opportunities and challenges
- 2025 proposed operating budget

Discussion ensued. Several questions were posed by the board and answered by staff.

Topics of inquiry included:

- Planned investments to enhance perceived public safety
- Customization versus industry standardization
- Plan for disposing of end-of-life light rail vehicles

The board also requested staff review the 2025 wage reduction savings number for accuracy.

Bus
Preusser reviewed the following information pertaining to bus:

- 2024 strategy by business unit
- 2024 strategic initiatives milestones and progress
- Bus statistics (avoidable collision per 100,000 miles and bus system rolling average per 100,000 miles)
- 2025 opportunities and challenges
- 2025 base budget highlights
- 2025 proposed operating budget (by department, category, and budgeted full-time equivalents)

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Supervisor role redesign
- Bus collision reduction efforts
- Managing structural impediments to operations
- Employee-generated ideas
- Service increases by business unit
- Maintenance reductions in the Timpanogos business unit

Staff committed to provide the board with information on the budget allocation for service changes.

The meeting was recessed at 11:12 a.m. and reconvened at 11:26 a.m.

Rail
Patrick Preusser was joined by Alisha Garrett, Chief Enterprise Strategy Officer.

Preusser reviewed the following information pertaining to rail:

- 2024 strategy by business unit
- 2024 strategic initiatives milestones and progress
- Rail statistics (commuter rail fatalities, collisions, and injuries; commuter rail safety violations; light rail fatalities and injuries; light rail events per 100,000

miles; light rail stop signal events; and light rail speeding events)
- 2025 opportunities and challenges by business unit
- 2025 base budget highlights
- 2025 proposed operating budget by business unit (by department, category, and budgeted full-time equivalent)

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Customer feedback themes
- WINS program progress
- Delay data and tracking
- Safety targets and safety violations
- Safety incident trends
- Light rail speeding events
- Reduction in rail maintenance expenses

The board also requested more information on agency efforts to minimize delays.

Special Services
Patrick Preusser was joined by Ryan Taylor, UTA Special Services General Manager.

Preusser reviewed the following information pertaining to special services:

- 2024 strategy
- 2024 strategic initiatives milestones and progress
- 2025 opportunities and challenges
- 2025 base budget highlights
- 2025 proposed operating budget (by department, category, and budgeted full-time equivalent)

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Paratransit introduction videos
- Fleet transition to low-floor, kneeling buses
- Paratransit eligibility request trends
- Staffing by business unit (for bus)

The board recommended creating a more robust series of travel training videos for the general public.

Asset Management
Patrick Preusser was joined by Zachary Thomas, UTA Commuter Rail General Manager, and Brad Armstrong, UTA Director of Budget & Financial Strategy.

Preusser reviewed the following information pertaining to asset management:

- 2024 strategy
- 2024 strategic initiatives milestones and progress
- 2025 opportunities and challenges
- 2025 base budget highlights
- 2025 proposed operating budget (by department, category, and budgeted full-time equivalent)

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Broken gate response time
- Landscape maintenance responsibility
- Vinyl seat replacement on TRAX and FrontRunner
- Future shift of propulsion costs from asset management to light rail
- Utility costs for light rail

The meeting was recessed at 12:13 p.m. and reconvened at 12:30 p.m.

b. Chief Communications Officer Budget

Heather Barnum, UTA Chief Communications Officer, discussed the communications and marketing office mission, responsibilities, and office service areas. She then reviewed the following pertaining to communications and marketing:

- 2024 strategy
- 2024 strategic initiatives milestones and progress
- 2024 strategic budget change initiatives
- 2025 opportunities and challenges
- 2025 base budget highlights
- 2026 APTA Mobility Conference & Bus Roadeo
- 2025 proposed operating budget by category (Barnum noted the utilities number in the presentation is not accurate and will likely be higher)
- 2025 operating budget changes summary

Discussion ensued. Several questions were posed by the board and answered by Barnum. Topics of inquiry included:

- UTA brand management
- Branded items for employees
- Technology and other communications tools
- UTA website management
- Media campaigns
- Fare collection campaign

- Long-term communications strategy
- Low-income and youth demographics marketing
- Olympic TRAX vehicle wrap
- Perceptions of UTA

The board recommended leveraging relationships with local elected officials to increase transit ridership; aligning messaging among audiences (e.g., public, stakeholders, etc.); marketing to low-income, youth, and tourist demographics; and formulating joint messages on key topics.

The board also requested more information on the long-term communications strategy and an audience analysis of the perceptions of UTA, along with recommendations for increasing positive perception.

The meeting was recessed at 1:13 p.m. and reconvened at 1:24 p.m.

c. Executive Director Budget

Jay Fox was joined by David Wilkins, Assistant Attorney General.

Wilkins reviewed the following pertaining to legal services:

- 2024 strategy (still in the defining process)
- 2025 opportunities and challenges
- 2025 base budget highlights
- 2025 proposed operating budget

Discussion ensued. Several questions were posed by the board and answered by Wilkins. Topics of inquiry included:

- Performance metrics
- Staff workload
- Capacity for performing policy work
- Professional development and de-escalation approaches
- General legal training program
- Budget allocation for outside counsel

4. Other Business

a. Next Meeting: Friday, August 9th, 2024 at 9:00 a.m.

5. 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 2:28 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 or audio located at https://www.utah.gov/pmn/sitemap/notice/930947.html for entire content. Meeting materials are also accessible at https://rideuta.legistar.com/Calendar.aspx.

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

Approved Date:

_____

Carlton J. Christensen
Chair, Board of Trustees

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

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

TITLE:

Approval of August 9, 2024 Board of Trustees Budget Work Session Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the August 9, 2024 Board of Trustees Budget Work Session

BACKGROUND:
A Budget Work Session of the UTA Board of Trustees was held in person on Friday, August 9, 2024 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/930949.html> and the UTA Public Meetings Portal < https://rideuta.legistar.com/Calendar.aspx>.

ATTACHMENTS:
1. 2024-08-09_BOT_Budget Work Session_Minutes_UNAPPROVED

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Friday, August 9, 2024 **9:00 AM** **FrontLines Headquarters**

Budget Work Session

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:03 a.m. He noted this is an in-person recorded meeting with no live video stream. An audio recording of the meeting will be available within three days.

2. Safety First Minute

Kyle Brimley, UTA IT Director, delivered a brief safety message.

3. Discussion Items

a. Chief Enterprise Strategy Officer Budget

Jay Fox, UTA Executive Director, and Viola Miller, UTA Chief Financial Officer, were seated at the meeting table and contributed to the discussion.

Alisha Garrett, UTA Chief Enterprise Strategy Officer, provided a high level overview of the Enterprise Strategy Office (ESO). She recognized staff from the ESO in the audience including Richard Murray, UTA's new Director of Organizational Excellence. Information shared during Garrett's presentation included:

- Chief Enterprise Strategy Office responsibilities
- ESO's 2024 strategies - aligned with priorities from the agency's 2030 strategic plan
- 2024 strategic initiatives milestones & progress
- 2024 strategic budget change initiatives
- 2025 opportunities & challenges
- 2025 base budget highlights
- 2025 proposed operating budget (by department, category, and full-time equivalents)

- 2025 strategic budget change initiatives
- 2025 change initiatives
- 2025 anticipated outcomes - operating
- 2025 anticipated outcomes - capital
- 2025 operating budget changes summary

Following the Chief Enterprise Strategy Office overview, Garrett presented reports from key ESO areas including:

- Enterprise Strategy
- Operations Analysis and Solutions
- Organizational Excellence
- Information Technology
- Data Strategy

Topics of review included 2024 strategies, 2025 opportunities & challenges, 2025 base budget highlights, and 2025 proposed operating budget.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Identifying efficiencies and cost savings within the ESO department and budget
- Redeployment of staff supporting new systems
- Workforce Innovations (WINS) program
- Technical debt and the impact on project prioritization
- Data warehouse and evaluation of systems
- Pros and cons of five-year contracts versus three-year contracts
- Monitoring of employee-issued cell phone usage and disabling inactive lines
- Innovative thinking from managers for continuous improvement opportunities
- 2025 change initiatives
- Records management and legacy records projects
- Minimizing IT vulnerabilities

b. Chief Financial Officer Budget

Viola Miller was joined by members of the Chief Financial Office (CFO) team including Monica Morton, UTA Fares Director; Rob Lamph, UTA Comptroller; Todd Mills, UTA Supply Chain Director; Dave Pitcher, UTA Claims & Insurance Manager; Brad Armstrong, Budget & Financial Strategy Director; and Tracy Young, UTA Grants Director.

Miller provided a high level overview of the finance office departments and responsibilities. She reviewed strategies, initiatives, and associated budgets. Information shared included:

- Chief Financial Office responsibilities
- Chief Financial Office 2024 strategies - aligned with priorities from the agency's 2030 strategic plan
- 2024 strategic initiatives milestones & progress

- 2024 strategic budget change initiatives
- 2025 opportunities & challenges
- 2025 base budget highlights
- 2025 proposed operating budget (by department, category, and full-time equivalents)
- 2025 strategic budget change initiatives
- 2025 change initiatives
- 2025 operating budget changes summary

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Origami financial software
- Finance School
- Staffing needs and recruitment challenges
- Revenue management
- Grant administration backlog
- 2025 proposed operating budget and budget increases
- Workers Compensation Adjustor position

The meeting was recessed at 12:08 p.m. and reconvened at 12:20 p.m. with the continuation of the Chief Financial Officer Budget.

Information was shared by staff on the activities and functions within the Chief Financial Office which included:

- Accounting
- Budget and Financial Strategy
- Fares and Farebox Services
- CFO and Treasury
- Grants
- Claims and Insurance
- Supply Chain

Topics of review included 2024 strategies, 2025 opportunities & challenges, 2025 base budget highlights, and 2025 proposed operating budget.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- New systems implementation and integration
- 2025 Proposed Operating Budget - Accounting
- New fare collection system and comparisons with other agencies
- New Associate CFO position
- Grant office staffing resources
- Grant applications and awards
- Claims administration
- Requisition system

c. Ten-Year Capital Plan

Dave Hancock, UTA Chief Capital Services Officer, was joined by Marcus Bennett, UTA Project Manager, to present the agency's 10-Year Capital Plan.

Bennett provided an overview of the 10-Year Capital Plan including alignment with the agency's planning efforts and other plans, level of expenditures, programs, and projects. Specific details were provided on projects and costs.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Constrained versus unconstrained costs
- Expenditure
- Outside funding sources
- Project status and timelines

The meeting was recessed at 1:41 p.m. and reconvened at 1:51 p.m.

d. Board of Trustees Office Budget

Annette Royle, UTA Board Governance Director, was joined by Johanna Goss, UTA Senior Internal Auditor to present an overview of the Board of Trustees Office and the functions therein including Board Governance, Government Relations, and Internal Audit.

A high level overview of the Board of Trustees office was provided by Royle. Information shared included:

- Board of Trustees Responsibilities
- Board of Trustees Strategic Plan
- 2024 strategic initiatives milestones & progress
- 2024 strategic alignment activities
- 2025 opportunities & challenges
- 2025 base budget highlights
- 2025 proposed operating budget (by department, category, and full-time equivalents)
- 2025 strategic budget change initiatives
- 2025 change initiatives
- 2025 operating budget changes summary

Questions were posed by the board and Executive Director and answered by staff. Topics of inquiry included:

- Workload and staff resources within the board office
- Construction costs audit and potential recovery of fees if incorrectly charged
- Challenges of reviewing and extracting data manually during internal audits

4. Other Business

a. Next Meeting: Wednesday, August 14th, 2024 at 9:00 a.m.

5. Adjourn

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 2:37 p.m.

Transcribed by Hayley Mitchell
Executive Assistant to the Board
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at https://www.utah.gov/pmn/sitemap/notice/930949.html for entire content.
Meeting materials are also accessible at https://rideuta.legistar.com/Calendar.aspx
This document along with the digital recording constitute the official minutes of this meeting.

Approved Date:

_____
Carlton J. Christensen
Chair, Board of Trustees

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

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

TITLE:

Approval of August 16, 2024 Board of Trustees Budget Work Session Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the August 16, 2024 Board of Trustees Budget Work Session

BACKGROUND:
A Budget Work Session of the UTA Board of Trustees was held in person on Friday, August 16, 2024 at 1:00 p.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/933613.html> and the UTA Public Meetings Portal < https://rideuta.legistar.com/Calendar.aspx>.

ATTACHMENTS:
1. 2024-08-16_BOT_Budget Work Session_Minutes_UNAPPROVED

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Friday, August 16, 2024 **1:00 PM** **FrontLines Headquarters**

Budget Work Session

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 1:01 p.m.

2. Safety First Minute

Jana Ostler, UTA Board Manager, delivered a brief safety message.

3. Discussion Items

a. 2025 Budget Work Session Follow-Up

Jay Fox, UTA Executive Director, and Viola Miller, UTA Chief Financial Officer, were seated at the meeting table and contributed to the discussion.

Service Unit Challenges and Opportunities
Patrick Preusser, UTA Chief Operating Officer, reviewed challenges and opportunities for asset management, special services, commuter rail, light rail, and the Mt. Ogden, Salt Lake, and Timpanogos service units.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Seasonal trends in maintenance of way work
- Rail grinding program
- Special services eligibility center relocation
- Freight lease agreement options
- Midvalley Express (MVX) bus storage and fleet management
- Operator turnover rates in the Salt Lake Service Unit
- Opportunity for constructing a UTA facility on Geneva Road

The board recommended staff review freight lease agreements on the TRAX alignment

to determine whether adjustments can be made to allow for increased service.

Allocation of Resources Across Bus Service Units
Preusser reviewed resources, including employees, fleet, and budget, across bus service units.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Budget comparison between Salt Lake Meadowbrook and Salt Lake Central facilities
- Prioritization of future needs and initiatives

Unfunded Capital Projects
David Hancock, UTA Chief Capital Services Officer, was joined by Nichol Bourdeaux, UTA Chief Planning & Engagement Officer.

Hancock reviewed the capital project submission process, projects proposed but not included in the 5-year capital plan, projects in the 5-year capital plan, and partially funded programs.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Lab building demolition
- Contract Center Solution software and integration with the customer relationship management software
- Electric vehicle charging for employees
- Storage boxes on buses
- Coordination between facilities development and facilities maintenance on park-and-ride rehabilitation/replacement

The board recommended looking to local partners to assist in closing the funding gaps for partially funded programs.

Centralization of Fringe
Viola Miller reviewed the centralization of fringe.

Discussion ensued. Questions on the impacts of centralizing fringe were posed by the board and answered by Miller.

2025 Proposed Budget Change Initiatives
Jay Fox was joined by David Hancock, Nichol Bourdeaux, Viola Miller, and Patrick Preusser.

Staff reviewed 2025 strategic budget change initiatives by office and additional proposed adjustments to the 2025 tentative budget. Miller noted the tentative budget is still under review and more adjustments will likely be made before it is presented for approval.

Discussion ensued. Several questions were posed by the board and answered by staff. Topics of inquiry included:

- Cost savings from performing certain capital functions in-house
- On Demand delays
- Reconnect program costs
- Benefits of adding full-time equivalents (FTEs) to support the On Demand program
- On Demand accessible vehicle use
- Ongoing funding for the grant services team administrator
- Potential operations adjustments

Staff committed to provide the board with data on On Demand vehicle use and an update on the IT systems strategy.

April Change Day 2025
Nichol Bourdeaux, UTA Chief Planning & Engagement Officer, reviewed the service additions for the April 2025 change day reflected in the 2025 tentative budget.

4. Other Business

a. Next Meeting: Wednesday, September 11th, 2024 at 9:00 a.m.

5. 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 2:27 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 or audio located at https://www.utah.gov/pmn/sitemap/notice/933613.html for entire content. Meeting materials are also accessible at https://rideuta.legistar.com/Calendar.aspx.

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

Approved Date:

_____

Carlton J. Christensen
Chair, Board of Trustees

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

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

TITLE:

Approval of August 14, 2024 Board Meeting Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the August 14, 2024, 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 August 14, 2024 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/932581.html> and video feed is available through the UTA Board Meetings page <https://rideuta.com/Board-of-Trustees/Meetings>.

ATTACHMENTS:
1. 2024-08-14_BOT_Minutes_unapproved

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, August 14, 2024 **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 9:01 a.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Chair Christensen delivered a brief safety message.

4. Public Comment

In Person/Virtual Comment
(To view public comment in its entirety, see the meeting video located at <https://rideuta.granicus.com/player/clip/314?meta_id=52132>.)

In person comment was given by Keelan Iodice, Kyle Deans, and Matthew Jensen. Virtual comment was given by Matthew Givens, and Greg Bayles.

Iodice, Deans, Jensen, Givens, and Bayles all expressed support for the Rio Grande Plan.

Online Comment
Online comments received were distributed to the board for review prior to the meeting and are included in Appendix A to these minutes.

5. Consent

a. Approval of July 31, 2024 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 Report

- **Rail Apprenticeship Program Milestone**

Jay Fox, UTA Executive Director, was joined by Stacey Palacios, UTA Director of Workforce Technical Training, and Lamar Whitehorse, UTA Manager of Maintenance Training.

Palacios recognized 18 class A technicians who recently completed requirements to become journeyists.

b. Financial Report - June 2024

Viola Miller, UTA Chief Financial Officer, was joined by Brad Armstrong, UTA Director of Budget & Financial Strategy, and Greg Andrews, UTA Senior Financial Analyst.

Staff reviewed the following:

- Financial dashboard
- Sales tax revenue
- Sales tax collections by county
- Sales tax growth and passenger revenues
- Full-time equivalent (FTE) staffing
- Operating financial results
- Capital spending by chief office
- Capital year-to-date spending

Discussion ensued. Questions on passenger revenue statistics, staffing for future service needs, maintenance training, and capital spending review were posed by the board and answered by staff. Chair Christensen requested staff add a black line at 0% to the Utah Sales Tax Growth chart in future reports.

c. Investment Report - Second Quarter 2024

Viola Miller reported UTA investments in the second quarter of 2024 were performing at an average yield of 5.17%, which is slightly lower than the federal funds rate benchmark return rate of 5.33%.

Discussion ensued. A question on the potential impact of an anticipated federal interest rate decrease was posed by the board and answered by Miller.

d. Discretionary Grants Update

Tracy Young, UTA Grants Director, was joined by Gregg Larsen, UTA Manager of Grant Services.

Staff reviewed grant applications that were submitted but not selected, applications that were submitted and are awaiting selection, and applications that were selected as of August 2024. Selected grants and appropriations include:

- FY23 Community Project Funding (CPF) - 5600 West Core Route: $3.5 million
- Federal Transit Administration (FTA) Small Starts - Midvalley Connector (allocated): $54.7 million
- FY23 FTA Low and No Emission Vehicles - 25 Compressed Natural Gas (CNG) Buses: $17.1 million
- FY24 CPF - Electric Bus Charging Implementation: $2 million
- FY 20, 21, 22 & 23 Congestion Mitigation and Air Quality (CMAQ) SL/OL/PO - Rideshare/Vanpool & UVX Operations: $3.7 million
- FY22 & 23 Mountainland Association of Governments (MAG) Carbon Reduction Program (CRP) - UVX 900 East Station: $4 million
- FY19 Wasatch Front Regional Council (WFRC) Transportation Alternatives Program (TAP) - Bus Bike Racks & FrontRunner Bike Car Installations: $80,000
- FY19, 20 & 21 WFRC Surface Transportation Block Grant (STBG)/CMAQ - OGX Capital: $7.4 million
- FY23 WFRC STBG - Point of the Mountain Environmental: $2 million
- FY23 WFRC CRP OL - OGX On-Route Charging: $1.4 million
- FY23 WFRC STBG SL - Transit Signal Priority Equipment for Buses: $238,000
- FY23 WFRC CRP SL - On-Route Electric Bus Infrastructure: $580,000
- FY23 WFRC CRP SL - Locomotive Overhaul: $325,000
- FY23 WFRC CMAQ SL - 5600 West Core Route Construction: $2 million
- FY23 WFRC STBG OL - Transit Signal Priority Equipment for Buses: $79,000
- FY23 WFRC CRP OL - Locomotive Overhaul: $1 million
- FY19 WFRC CMAQ - Intelligent Transportation System Signage & 3300/3500 South Bus Stops: $4.1 million
- Utah Department of Transportation (UDOT) Transit Transportation Investment Fund (TTIF) - Davis Salt Lake Community Connector: $18 million
- UDOT TTIF - 5600 West: $20.5 million

Discussion ensued. Questions on Midvalley Express (MVX) funds and grant fund management effects on cashflow were posed by the board and answered by staff.

7. Resolutions

a. R2024-08-01 - Resolution Adopting the Fare Rates and Types of Fare Media of the Agency

Monica (Morton) Howe, UTA Fares Director, was joined by Jordan Eves, UTA Manager of Fare Strategy.

Eves summarized the resolution, which adopts the fare rates and types of fare media used by the agency. He noted three significant changes:

1. Discontinuation of the FAREPAY 20% discount
2. Addition of fare capping
3. Updated qualifications for low-income fare

Discussion ensued. Questions on current federal poverty guideline thresholds and communications efforts on fare capping 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. The motion carried by the following vote:

Aye: Chair Christensen, Trustee Holbrook, and Trustee Acerson

8. Contracts, Disbursements and Grants

a. Contract: UTA Police Console Upgade (L3Harris Technologies, Inc.)

Kyle Brimley, UTA IT Director, was joined by Jarvie Curtis, UTA IT Manager of Communications & Deployment, and Dalan Taylor, UTA Chief of Police & Public Safety Manager.

Curtis requested the board approve a $318,376.63 contract with L3Harris Technologies, Inc. for four police dispatch consoles.

Discussion ensued. Questions on console interface with the police computer-aided dispatch (CAD) system 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.

b. Contract: State of Good Repair Bus Stop Enhancements (Landmark Companies, Inc.)

Jared Scarbrough, UTA Director of Capital Design & Construction, requested the board approve a not-to-exceed $495,320.96 contract with Landmark Companies, Inc. for the enhancement of 26 bus stops.

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: Bus Stop Flatwork Construction (Landmark Companies, Inc.)

Jared Scarbrough was joined by Landon Dixon, UTA Civil Engineer III.

Dixon requested the board approve a not-to-exceed $515,115 contract with Landmark Companies, Inc. for the construction of 45 Americans with Disabilities Act (ADA) compliant bus stops.

Discussion ensued. Questions on federal funding sources and bus stop design 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. Contract: Master Pool Service Agreement for Supplemental Services Pilot (Western Trails, Charters and Tours, DBA Salt Lake Express)

Hal Johnson, UTA Director of Innovative Mobility Solutions, requested the board approve a contract with Western Trails, Charters and Tours, DBA Salt Lake Express for supplemental bus services. The contract is for pooled services and the pool has a not-to-exceed value of $30 million over five years.

Discussion ensued. Questions on the structure of the contract and impacts of supplemental service on UTA operators were posed by the board and answered by staff.

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

e. Contract: Master Pool Service Agreement for Supplemental Services Pilot (Innovative Transportation Solutions, DBA The Driver Provider)

Hal Johnson requested the board approve a contract with Innovative Transportation Solutions, DBA The Driver Provider for supplemental bus services. The contract is for pooled services and the pool has a not-to-exceed value of $30 million over five years.

Discussion ensued. A question on The Driver Provider's work on the Cottonwood Connect was posed by the board and answered by Johnson.

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

f. Change Order: Master Pool Service Agreement Service Order No. 1 for Supplemental Ski Service (Innovative Transportation Solutions, Inc., DBA The Driver Provider)

Nichol Bourdeaux, UTA Chief Planning & Engagement Officer, was joined by Heather Barnum, UTA Chief Communications Officer, and Hal Johnson.

Johnson requested the board approve a $1,657,967 change order to the master pool service agreement with Innovative Transportation Solutions, Inc., DBA The Driver Provider for supplemental ski service on Fort Union Boulevard and in Little Cottonwood Canyon during the 2024-2025 ski season. The total contract value, including the change order, is $1,657,967.

Discussion ensued. Questions on vehicle branding, fare collection, and route stop locations were posed by the board and answered by staff.

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. Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-036 - Garfield Rail Line Maintenance (Stacy and Witbeck, Inc.)

Jared Scarbrough was joined by Jacob Wouden, UTA Rail Infrastructure Project Manager, and David Wilkins, Assistant Attorney General.

Wouden requested the board approve a $270,703 change order to the contract with Stacy and Witbeck, Inc. for maintenance on the Garfield rail line.

Discussion ensued. Questions on the frequency of railroad tie replacement, possibility of shifting responsibility of maintenance to another entity, cost analysis for installing concrete railroad ties, and contract term were posed by the board and answered by staff.

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.

h. Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-025 - Parkway Ave Grade Crossing Replacement (Stacy and Whitbeck, Inc.)

Jared Scarbrough was joined by Jacob Wouden.

Wouden requested the board approve a $309,677 change order to the contract with Stacy and Witbeck, Inc. for the Parkway Avenue grade crossing replacement on the TRAX alignment.

Discussion ensued. A question on the grade crossing coordinates was posed by the board and answered by staff.

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.

i. Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-026 - 9400 South Grade Crossing Replacement (Stacy and Witbeck, Inc.)

Jared Scarbrough was joined by Jacob Wouden.

Wouden requested the board approve a $353,051 change order to the contract with Stacy and Witbeck, Inc. for the 9400 South grade crossing replacement on the TRAX alignment.

Discussion ensued. A question on coordination with Sandy City was posed by the board and answered by Wouden.

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.

j. Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-027 - 9000 South Grade Crossing Replacement (Stacy and Witbeck, Inc.)

Jared Scarbrough was joined by Jacob Wouden.

Wouden requested the board approve a $521,516 change order to the contract with Stacy and Witbeck, Inc. for the 9000 South grade crossing replacement on the TRAX alignment.

Discussion ensued. A question on the replacement timing was posed by the board and answered by Wouden.

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.

k. Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-046 - Union Interlocking Trackwork Installation (Stacy and Witbeck, Inc.)

Jared Scarbrough was joined by Jacob Wouden.

Wouden requested the board approve a $246,686 change order to the contract with Stacy and Witbeck, Inc. for trackwork installation on the Union interlocking. The total contract value, including the five change orders with Stacy and Witbeck, Inc. discussed in this meeting, is $3,947,046.

Scarbrough noted the installation will address items that require immediate attention, but additional work will be required in the near future.

Discussion ensued. Questions on the materials used in the installation, project timeline, and contingency plans for inclement weather were posed by the board and answered by staff.

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.

l. Disbursement: UTA v Pulsipher Settlement Approval

(Note: This agenda item was posted as UTA v. Pulsipher, which is incorrect. The correct disbursement and associated approval is for Pulsipher v. UTA.)

Mitsuru “Mitch” Nielsen, UTA Claims Administrator, requested the board approve a $375,000 disbursement for the settlement of Pulsipher v. UTA.

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

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

The meeting reconvened at 10:51 a.m.

9. Service and Fare Approvals

a. Complimentary Fare: Transit Passes for Utah Attorney General Staff Representing the Utah Transit Authority

Jordan Eves was joined by David Wilkins.

Eves requested the board approve a complimentary fare to issue transit passes to Office of the Utah Attorney General attorneys and staff representing UTA.

Discussion ensued. Questions on office locations for the recipients of the passes and Office of the Utah Attorney General participation in UTA pass programs were posed by the board and answered by staff.

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

10. Budget and Other Approvals

a. TBA2024-08-01 - Technical Budget Adjustment - 2024 Capital Program

Daniel Hofer, UTA Director of Capital Programs & Support, was joined by Greg Andrews; Alisha Garrett, UTA Chief Enterprise Strategy Officer; and Andrea Pullos, UTA Project Manager III.

Hofer outlined the technical budget adjustment, which reallocates $13.27 million in existing capital budget projects to other projects to aid in delivery. Funds for eight projects will be increased and funds for nine projects will be decreased. The capital budget impacts of the adjustment are as follows:

- Changes in revenues:
    - Grants net reduction of $5.215 million
        - $5.63 million pushed to the 2025-2029 capital plan
        - $415,000 added to 2024 capital budget
    - Bonds net reduction of $4.75 million, all pushed to the 2025-2029 capital plan
    - State funds net increase of $4.5 million to the 2024 capital budget
    - UTA funds net increase of $5.465 million to the 2024 capital budget
- No increase or decrease in 2024 capital budget authority
- Decrease of $5.465 million to UTA's fund balance

Discussion ensued. Questions on the abatement in the lab building, funding sources for the eVoucher 2 project, timekeeping system installation timeline, MVX project spend down, and unplanned projects in the current year and next five years were posed by the board and answered by staff.

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

11. Discussion Items

a. Central Wasatch Commission Update

Lindsey Nielsen, Central Wasatch Commission Executive Director, was joined by Sam Kilpack, Central Wasatch Commission Director of Operations.

Nielsen provided an update on the Central Wasatch Commission, including its purpose, member jurisdictions, jurisdiction benefits, stakeholders, transportation efforts, and future plans.

Discussion ensued. Questions on the ability for UTA's supplemental service providers to utilize the ski bus priority access program and municipal alignment and objectives were posed by the board and answered by Nielsen.

b. Salt Lake Central Station Redevelopment

Paul Drake, UTA Director of Real Estate & Transit-Oriented Development, was joined by Sean Murphy, UTA Facility Development Supervisor.

Drake provided an overview of the Salt Lake Central Station Area Plan and redevelopment efforts near the Salt Lake Central Station. He described challenges with the building currently being used as UTA headquarters and articulated the need to look for alternative solutions. One potential solution is to utilize land owned by UTA at the Salt Lake Central Station site for a new headquarters.

Murphy showed conceptual drawings for a headquarters and transit hub at the site and outlined the benefits of the development.

Drake concluded the presentation by discussing project delivery considerations.

Extensive discussion ensued. Questions on proposed pavement composition and utility; Amtrak's needs and future plans; soil considerations; seismic stability; project delivery timeline; and next steps were posed by the board and answered by staff.

The board opined the development is an opportunity to leverage UTA's property at the site to realize long-term community objectives and meet agency needs. They expressed a desire for the site design to focus use on transportation over destination. The trustees recommended a walkable connection to the Rio Grande Depot as a preferable alternative to relocating existing infrastructure.

Chair Christensen called for a recess at 12:19 p.m.

The meeting reconvened at 12:24 p.m.

c. Detours and Disruptions Customer Communication Strategy Project

Nichol Bourdeaux reviewed the objectives of the detours and disruptions customer communication strategy project. She spoke about collaboration efforts, project timelines, industry best practices, information gleaned from interviews, and next steps in the project.

Discussion ensued. A question on future capacity was posed by the board and answered by Bourdeaux. Chair Christensen requested tools implemented as an outcome of the project be simple and easy to use.

d. 2024 UTA On Board Survey

Alex Beim, UTA Manager of Long-Range Strategic Planning, was joined by Dede Murray, UTA Strategic Planner III.

Murray discussed the purpose of conducting on board surveys; survey process, questions, and findings; and next steps in the study.

Discussion ensued. Questions on the survey methodology, trip mapping (origin to destination), sample size, and information sharing with partner agencies were posed by the board and answered by staff.

12. Other Business

a. Next Meeting: Wednesday, September 11th, 2024 at 9:00 a.m.

13. Closed Session

a. Strategy Session to Discuss Collective Bargaining

No closed session was held.

14. Open Session

No closed session was held; the entire meeting took place in open session.

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 12:48 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 or audio located at <https://www.utah.gov/pmn/sitemap/notice/932581.html> for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at <https://rideuta.granicus.com/player/clip/314?view_id=1&redirect=true>.

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

Approved Date:

_____

Carlton J. Christensen
Chair, Board of Trustees

Appendix A

Online Public Comment

(Note: Online public comment was received via email and the text is copied as submitted.)

From Nathan Strain:

Regarding Item 11 B on the board meeting agenda for August 14, 2024: " Salt Lake Central Station Redevelopment " Good morning, Salt Lake City is presently studying means to relieve the East-West divide, the only proposed means to ease this divide is the Rio Grande Plan, which UTA has continually shunned. The Salt Lake County Council has now officially endorsed the Rio Grande Plan. UTA should reconsider this station redevelopment as the Rio Grande Plan offers a much more robust means to revitalize the area and create a much better transit experience. UTA has received hundreds, if not thousands, of comments in support of the Rio Grande Plan. Every member of the Salt Lake City council has expressed support. Yet UTA refuses to factor it into any plan or even acknowledge it's existence. HB 422 requires UTA to consult local governments in regards to station-area plans, this project is likely at odds with this requirement. Continued refusal of UTA's board to recognize the Rio Grande Plan represents a lack of consideration for larger problems such as the East-West divide and a complete disregard for the planning efforts of local governmental agencies.

From Roxie Hawk:

Please consider to implement the Rio grande plan it's much more efficient and beneficial to the community than reviving the Central Station.

From Brett Ross:

Please consider the Rio Grande Plan in any future transportation initiatives as the Salt Lake County Council just agreed to do so earlier this week. Governor cox has suggested the plan should be considered. Mayor Mendenhall has voiced support. As has the SLC council. After all that Inwonder why no mention is made in your plans. Rail traffic is set to grow exponentially with double tracking Frontrunner and the inland port. Let’s solve the problem of dividing the city now with the Rio Grande Plan.

From Celene Anderson:

I support and urge the approval of the Rio Grande plan because, there is a clear divide between the east side and the west side of Salt Lake City so much so that the higher in elevation you go the clearer you can see it. By utilizing the Rio Grande plan and putting tracks underneath the streets it would allow communities to reconnect with each other and remove the negative context of east side and West Side. The division has been this way for as long as I can remember and it's time it stops. I support the Rio Grande plan because the current system does not work, you have backed up traffic, you have people making U-turns to avoid the train tracks, people genuinely go out of their way to avoid certain cross streets or certain streets in general where they may be stopped going home or to work. By utilizing the Rio Grande plan that would eliminate this possibility entirely and results in easier travel. Another reason I

support the Rio Grande plan is because methods and systems like this already work in larger cities, and with the growth of Salt Lake City currently it's something that is desperately needed.

From Hailee Jeppsen:

I really think it is in Salt Lake city's best interest to consider the rio grande plan. There are so many benefits and including more public land use, better front runner flow, and not to mention the safety for cars! I have complete trust in the engineer who put this together because he created the UVX bus line in Provo and that is near perfect. Please please please consider the Rio Grande Plan as a factor in the project of 11B. Thank you.

From Isabelle Herzog:

As someone who commutes on the front runner most days, I know the Rio grande plan is the best plan for our city. We deserve a public transit system that is dignified and suitable for visitors and everyday travelers. We have a beautiful downtown rail station and we should be using it! Our city deserves to be connected and safe.

From Angela Neil:

Please use the Rio Grande plan. We need more rail systems and less giant highways. With more reliable public transportation we can clear up a lot of traffic and by extension pollution.

From Joseph Boris:

I wish I could make it to the council meeting this Wednesday, however I would like to take the time to voice my support for agenda item 11B the rio grand plan. The plan will do more for the city than just a redevelopment of infrastructure, but will lead to a larger quantity of housing which will reduce the strain on cost of living that we all feel. It will reduce congestion on roads leading to reduced carbon emissions and better air quality. And most importantly it gives an introduction and a first look at our city that we can be proud of.

From Derek Evans:

Please support Rio Grand plan or add use of the Rio Grand Depot to your transit plans. Salt lake central is woefully inadequate as a proper city train station. If we want to welcome the world to SLC in 2034 we need a better gateway for commuters and visitors. Additionally. The level grade crossings between 900s and 400n are all a danger to cars, pedestrians, and the trains. They cause delays, and undue risk of accident by their existence.

From Austin Kelm:

Please implement the Rio Grande Plan in its entirety and create a more connected and walkable downtown!

From Jacob Johnson:

In regards to agenda item 11B (Central Station Redevelopment), please consider the Rio Grande Plan. Salt Lake County recently voted to tentatively support it, encouraging all transit plans to consider it. Furthermore, many residents are in favor of it

From Trevor Blair:

I would love to see the Rio Grande plan implemented in preparation for the 2034 Olympics.

From Nathan Pyper (two submissions):

1) In regards to agenda item 11 B, please consider the RIO GRANDE PLAN. This citizen proposed plan is the best option for SLC's central station. Utahns deserve and want functional and high-quality public transit in the city. The rio grande station is historic, beautiful, and in the heart of downtown. It only makes sense!
2) In regards to Agenda item 11 B, SLC should be considering (and moving forward with) the RIO GRANDE PLAN.

From Anthony Tobler (two submissions):

1) Can you please please stop ignoring/stonewalling the Rio Grande Plan in your plans? It's kind of insane. The RGP plan is just a better all around plan and I feel it's pretty obvious you are trying to push out your plan to distract from and avoid making bigger improvements with the Rio Grande Plan. This is for the good of the whole region for generations to come. The improvements to UTA you claim to want are 10x more likely with RGP than your plans so please please please get serious about this stuff.
2) I don't want it to seem from my previous comment, that I am ungrateful for what you do. I very much appreciate the good work that you guys do. Just please please take the Rio Grande Plan seriously and incorporate it into your plans... Thank you!

From Brantson Yeaman:

The Rio grande plan as proposed by the citizens of the salt lake in Utah county area would be a plan that What genuinely help connect communities. Further, it would help to give the people that UTA and UDOT serve the freedom of movement that they deserve.

From Scott Lettrich:

I believe it is prudent for all UTA planning in the Salt Lake City area to take into account the impacts and place high priority on establishing and maintaining the viability of the citizen proposed Rio Grande Plan. This especially should be included in any evaluation of plans that include the Salt Lake Central station and surrounding area. It would be an imprudent to not evaluate the revitalization and reuse of this critical infrastructure and associated rights of way. On top of fiscal prudence, the potential intangible marketing and public relations value the Rip Grande Plan offers to UTA and the people of Utah must be evaluated. Negative impacts of any UTA project to the future cost or viability of the Rio Grande Plan must also be included in evaluations.

From Collin Brooks:

I support the Rio grand plan for continued expansion of public transit for the state of Utah, and encourage our leaders to implement this plan.

From Dylan Horton:

Please consider the Rio grande plan! That would be such an amazing a huge benefit to all of utah

From Max Reese:

Please consider the Rio Grande Plan as a factor in the Central Station Redevelopment Plan

presentation this Wednesday.

From Frederick Jenny:

I am writing to the Utah Transit Authority to show my opposition to agenda item 11b the central station redevelopment. UTA has known about the Rio Grande Plan for at least four years and opted to pay a million dollars for the central station planning effort with full knowledge that public money was being spent studying the Rio Grande Plan. Not only that but now UTA continues to deny that the Rio Grande Plan is an option even though the Salt Lake County Council voted to endorse the plan and request that all future transportation plans include it. This shows blatant disregard for the citizen proposed plan making UTA seem like they don't want to listen to the people they are meant to serve.

The Rio Grande Plan is a much better plan than this station redevelopment plan because the Rio Grande Plan will help to ease the east-west divide where the Station Redevelopment won't. The Rio Grande Depot is a crown jewel we are lucky to have still standing and the agency's desire to build a modern looking station not even a quarter mile from the station that served Utah for 90 years is a slap in the face to our past. The Rio Grande Plan is actively being studied and considered by local and state officials and agencies including Salt Lake City's "Reconnecting Communities" study, which UTA endorsed. Also important is that in 1998 the Salt Lake City Council voted that "future regional commuter rail alignments along 500 West and 200 South streets be preserved for enhanced regional commuter rail operations and that public utilities in those corridors be located to minimize obstructions". That council included the chairman of the board Mr. Carlton Christensen.

The Rio Grande Plan deserves to have a fair assessment by the UTA, anything less is failing to serve the people of Salt Lake City and Utah. I encourage that the board either investigate the Rio Grande Plan or fully endorse it and cease their pointless planning at Salt Lake Central because that 25 year experiment didn't capture the ridership promised when they pulled the rails up from the Rio Grande Depot 25 years ago. That is why North Temple Station sees double the ridership that central station does because it's a better placed station, something the Rio Grande Plan will do where this new redevelopment cannot. Thank you.

From Suzanne Harrison, Salt Lake County Councilmember-at-Large:

I wanted to reach out as a member of the Salt Lake County Council to voice my support for our UTA workers and bus drivers.

I've heard from several UTA workers who are worried about what today's board decision means for the future of their jobs and investments in public transportation.

It is important that we continue to invest in supporting families by supporting our workers and living wages.

Our UTA workforce brings expertise and a commitment to doing the job right which improves public safety.

I support continued investments in public transportation and in our phenomenal public

employees.

Thank you for your ongoing service in our community.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

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

TITLE:

Executive Director Report

- **UTA Recognition - TRAX Ambassadors**
- **Continuous Improvement Excellence Award - Meadowbrook Maintenance**

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

DISCUSSION:
Jay Fox, Executive Director, will provide the following:

- UTA Recognition - TRAX Ambassadors (Nichol Bourdeaux, Megan Waters, Doraleen Taulanga)
- Continuous Improvement Excellence Award - Meadowbrook Maintenance (Alisha Garrett, Rich Murray)

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

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

TITLE:

Strategic Plan Minute: Community Support - Strategic Communications Plan

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion provided by the Executive Director.

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

DISCUSSION:
The discussion will review the strategic priority of Community Support and the strategic initiative of finalizing UTA's Strategic Communications Plan. Key milestones associated with our strategic communications plan will be highlighted.

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Viola Miller, Chief Financial Officer
PRESENTER(S):	Viola Miller, Chief Financial Officer Brad Armstrong, Director, Budget & Financial Strategy Greg Andrews, Senior Capital Budget Analyst

TITLE:

Financial Report - July 2024

AGENDA ITEM TYPE:

Report

RECOMMENDATION:

Informational item 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 expenses to the Boad 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 July 2024 Monthly Financial Statements have been prepared in accordance with the Financial Management Policy and are being presented to the Board. Also provided is the monthly Board Dashboard which summarized key information from the July 2024 Monthly Financial Statements.

DISCUSSION:

At the September 11, 2024 meeting, the Chief Financial Officer will review the Board Dashboard key items, passenger revenues, sales tax collections, and operating expense variances and receive questions from the Board of Trustees. There will also be a review of the status of capital projects and staff will receive questions from the Board of Trustees.

ALTERNATIVES:

N/A

FISCAL IMPACT:
N/A

ATTACHMENTS:
July 2024 Board Dashboard

July 2024 Monthly Financial Statements

Utah Transit Authority

Board Dashboard: July 31, 2024

Financial Metrics	**Jul Actual**	**Jul Budget**	***Fav / (Unfav)***	***%***	**YTD Actual**	**YTD Budget**	***Fav / (Unfav)***	***%***
Sales Tax **(Jun '24 mm $)**	$ 40.7	$ 47.1	*$ (6.43)*	*-13.6%*	$ 242.4	$ 236.9	*$ 5.48*	*2.3%*
Fare Revenue (mm)	$ 3.2	$ 2.9	*$ 0.26*	*8.8%*	$ 23.4	$ 20.5	*$ 2.88*	*14.0%*
Operating Exp (mm)	$ 37.5	$ 35.3	*$ (2.22)*	*-6.3%*	$ 241.9	$ 247.0	*$ 5.10*	*2.1%*
Subsidy Per Rider (SPR)	$ 11.25	$ 12.46	*$ 1.21*	*9.7%*	$ 9.53	$ 10.78	*$ 1.25*	*11.6%*
UTA Diesel Price ($/gal)	$ 2.59	$ 4.03	*$ 1.44*	*35.7%*	$ 2.67	$ 4.03	*$ 1.36*	*33.7%*
Operating Metrics	**Jul Actual**	**Jul-23**	***F / (UF)***	***%***	**YTD Actual**	**YTD 2023**	***F / (UF)***	***%***
Ridership (mm)	3.05	2.54	*0.5*	*20.1%*	22.93	19.34	*3.6*	*18.6%*

Energy Cost by Type (Monthly Avg YTD)

Diesel Bus (Cost per Mile)	$ 0.54
Diesel CR (Cost per Mile)	$ 4.55
Unleaded Gas (Cost per Mile)	$ 0.34
CNG (Cost per Mile)	$ 0.26
Bus Propulsion Power (Cost per Mile)	$ 0.93
TRAX Propulsion Power (Cost per Mile)	$ 0.92

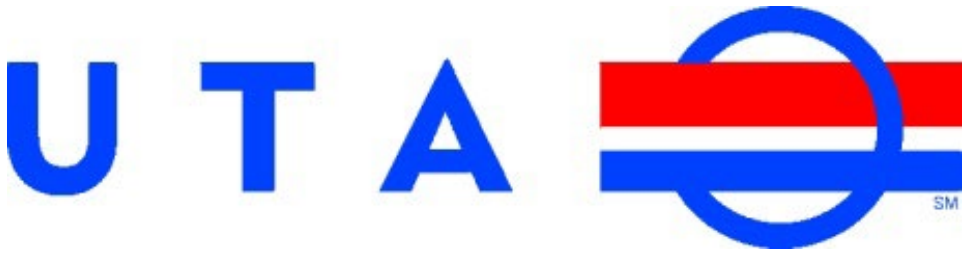
"Sales Tax" lists the amount of sales tax revenue received for the month listed in bold. All other data reflects the month listed in the table title.

Utah Transit Authority

Financial Statement

(Unaudited)

July 31, 2024



KEY ITEM REPORT
(UNAUDITED)
As of July 31, 2024

EXHIBIT 1-1

		2024 YTD ACTUAL	2024 YTD BUDGET	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
1	Operating Revenue	$ (24,619,840)	$ (21,940,086)	$ 2,679,754	12%
2	Operating Expenses	241,855,657	246,953,208	5,097,550	2%
3	Net Operating Income (Loss)	(217,235,817)	(225,013,121)	7,777,304	3%
4	Capital Revenue	(13,118,428)	(9,585,333)	3,533,095	37%
5	Capital Expenses	75,250,880	20,382,667	(54,868,213)	-269%
6	Net Capital Income (Loss)	(62,132,451)	(10,797,333)	(51,335,118)	-475%
7	Sales Tax	(284,656,785)	(275,446,376)	9,210,409	3%
8	Other Revenue	(57,937,497)	(59,681,250)	(1,743,753)	-3%
9	Debt Service	45,666,858	48,655,285	2,988,427	6%
10	Sale of Assets	961,367	-	(961,367)	
11	Net Non-Operating Income (Loss)	295,966,057	286,472,341	9,493,717	3%
12	Contribution to Cash Balance	$ 16,597,789	$ 50,661,886	$ (34,064,098)	-67%
13	Amortization	5,779,079			
14	Depreciation	85,734,039			
15	Total Non-cash Items	$ 91,513,117			

STATISTICS

RIDERSHIP

	2023 Actual	June 2024	June 2023	Difference	2024 YTD	2023 YTD	Difference
16	32,238,735	3,054,618	2,543,307	511,311	22,930,840	19,338,277	3,592,563

OPERATING SUBSIDY PER RIDER -

			SPR
17	Net Operating Expense	$	241,855,657
18	Less: Passenger Revenue	-	(23,423,673)
19	Subtotal		218,431,984
20	Divided by: Ridership	÷	22,930,840
21	Subsidy per Rider	$	9.53

SUMMARY FINANCIAL DATA
(UNAUDITED)
As of July 31, 2024

EXHIBIT 1-2

BALANCE SHEET

		7/31/2024	7/31/2023	Change July
	CURRENT ASSETS			
1	Cash	$ 24,433,275	$ 16,185,825	51%
2	Investments (Unrestricted)	411,075,313	469,971,173	-13%
3	Investments (Restricted)	123,649,540	97,448,298	27%
4	Receivables	111,922,051	142,732,270	-22%
5	Receivables - Federal Grants	3,113,363	3,872,754	-20%
6	Inventories	46,200,627	41,083,427	12%
7	Prepaid Expenses	602,962	168,476	258%
8	TOTAL CURRENT ASSETS	$ 720,997,131	$ 771,462,223	
9	Property, Plant & Equipment (Net)	2,894,169,559	2,930,626,001	-1%
10	Other Assets	130,746,424	195,809,744	-33%
11	TOTAL ASSETS	$ 3,745,913,115	$ 3,897,897,968	
12	Current Liabilities	161,344,338	54,095,693	198%
14	Net Pension Liability	142,283,669	166,224,640	-14%
15	Outstanding Debt	2,230,869,612	2,325,861,188	-4%
16	Net Investment in Capital Assets	817,839,103	791,862,985	3%
17	Restricted Net Position	74,898,104	68,769,220	9%
18	Unrestricted Net Position	318,678,289	491,084,242	-35%
19	TOTAL LIABILITIES & EQUITY	$ 3,745,913,115	$ 3,897,897,968	

RESTRICTED AND DESIGNATED CASH AND CASH EQUIVALENTS RECONCILIATION

	RESTRICTED RESERVES			
20	2018 Bond Proceeds	64	$ 31,472	-100%
21	2019 Bond Proceeds	708,032	673,671	5%
22	Debt Service Interest Payable	8,632,985	28,643,876	-70%
23	Risk Contingency Fund	8,186,541	8,129,558	1%
24	Catastrophic Risk Reserve Fund	1,149,107	1,120,192	3%
25	Box Elder County ROW (sales tax)	3,278,330	3,395,186	-3%
26	Utah County 4th Qtr (sales tax)	16,637,636	12,795,716	30%
27	Amounts held in escrow	62,533,837	42,658,627	47%
28	TOTAL RESTRICTED RESERVES	$ 101,126,533	$ 97,448,298	
	DESIGNATED GENERAL AND CAPITAL RESERVES			
29	General Reserves	72,100,000	72,100,000	
30	Service Sustainability Reserves	12,017,000	12,017,000	
31	Capital Reserve	46,541,000	46,541,000	
32	Debt Reduction Reserve	30,000,000	30,000,000	
33	TOTAL DESIGNATED GENERAL AND CAPITAL RESERVES	$ 160,658,000	$ 160,658,000	
34	TOTAL RESTRICTED AND DESIGNATED CASH AND EQUIVALENTS	$ 261,784,533	$ 258,106,298	

SUMMARY FINANCIAL DATA
(UNAUDITED)
As of July 31, 2024

EXHIBIT 1-3

REVENUE & EXPENSES

		ACTUAL Jul-24	ACTUAL Jul-23	YTD 2024	YTD 2023
	OPERATING REVENUE				
1	Passenger Revenue	$ (3,187,682)	$ (2,877,755)	$ (23,423,673)	$ (20,985,265)
2	Advertising Revenue	(179,167)	(193,500)	(1,196,167)	(1,435,000)
3	TOTAL OPERATING REVENUE	$ (3,366,849)	$ (3,071,255)	$ (24,619,840)	$ (22,420,265)
	OPERATING EXPENSE				
4	Bus Service	$ 13,088,929	$ 10,866,625	$ 83,397,388	$ 76,110,426
5	Commuter Rail	2,914,828	1,998,687	17,477,744	16,894,631
6	Light Rail	4,061,947	3,466,960	27,141,384	25,567,640
7	Maintenance of Way	2,475,505	1,687,848	12,811,872	11,734,730
8	Paratransit Service	2,679,203	2,228,791	17,084,377	15,780,583
9	RideShare/Van Pool Services	251,109	203,486	1,915,626	1,937,058
10	Microtransit	1,667,332	698,472	6,328,941	4,423,802
11	Operations Support	5,539,203	4,744,823	38,823,800	38,125,666
12	Administration	4,866,128	4,541,440	31,317,234	28,994,158
13	Non-Departmental	-	-	5,557,291	-
14	TOTAL OPERATING EXPENSE	$ 37,544,186	$ 30,437,132	$ 241,855,657	$ 219,568,694
15	NET OPERATING (INCOME) LOSS	$ 34,177,337	$ 27,365,877	$ 217,235,817	$ 197,148,429
	NON-OPERATING EXPENSE (REVENUE)				
16	Investment Revenue	(1,859,490)	(1,928,938)	(47,200,420)	(20,728,377)
17	Sales Tax Revenue[1]	(40,214,626)	(40,602,491)	(284,656,785)	(273,311,116)
18	Other Revenue	(800,844)	(742,733)	(5,876,412)	(6,513,878)
19	Fed Operations/Preventative Maint. Revenue	(4,898,959)	(38,513,823)	(4,860,664)	(38,844,367)
20	Bond Interest	6,069,913	6,150,297	42,489,392	43,595,452
21	Bond Interest UTCT	148,357	148,357	1,038,500	1,038,499
22	Bond Cost of Issuance/Fees	38,150	-	83,300	53,250
23	Lease Interest	1,045,244	398,505	2,055,666	2,026,777
24	Sale of Assets	444,686	2,830	961,367	5,144,215
25	TOTAL NON-OPERATING EXPENSE (REVENUE)	$ (40,027,569)	$ (75,087,996)	$ (295,966,057)	$ (287,539,545)
26	CONTRIBUTION TO RESERVES	$ 5,850,232	$ 47,722,119	$ 78,730,240	$ 90,391,116
	OTHER EXPENSES (NON-CASH)				
27	Bond Premium/Discount Amortization	(344,047)	(334,646)	(2,408,327)	(2,402,995)
28	Bond Refunding Cost Amortization	1,102,053	1,242,599	7,714,372	8,698,189
29	Future Revenue Cost Amortization	67,576	67,576	473,033	473,033
30	Depreciation	13,075,466	11,433,307	85,734,039	80,798,240
31	NET OTHER EXPENSES (NON-CASH)	$ 13,901,049	$ 12,408,836	$ 91,513,117	$ 87,566,467

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

BUDGET TO ACTUAL REPORT
(UNAUDITED)
As of July 31, 2024

EXHIBIT 1-4

CURRENT MONTH

		ACTUAL Jul-24	BUDGET Jul-24	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
	OPERATING REVENUE				
1	Passenger Revenue	$ (3,187,682)	$ (2,929,525)	$ 258,158	9%
2	Advertising Revenue	(179,167)	(200,000)	(20,833)	-10%
3	TOTAL OPERATING REVENUE	$ (3,366,849)	$ (3,129,525)	$ 237,325	8%
	OPERATING EXPENSE				
4	Bus Service	$ 13,088,929	11,934,396	$ (1,154,533)	-10%
5	Commuter Rail	2,914,828	2,738,111	(176,717)	-6%
6	Light Rail	4,061,947	4,064,285	2,338	0%
7	Maintenance of Way	2,475,505	1,756,945	(718,560)	-41%
8	Paratransit Service	2,679,203	2,438,242	(240,961)	-10%
9	RideShare/Van Pool Services	251,109	334,303	83,194	25%
10	Microtransit	1,667,332	1,079,085	(588,247)	-55%
11	Operations Support	5,539,203	5,513,720	(25,483)	0%
12	Administration	4,866,128	5,468,715	602,587	11%
13	Non-Departmental	-	-	-	
14	TOTAL OPERATING EXPENSE	$ 37,544,186	$ 35,327,802	$ (2,216,383)	-6%
15	NET OPERATING (INCOME) LOSS	$ 34,177,337	$ 32,198,278	$ (1,979,059)	-6%
	NON-OPERATING EXPENSE (REVENUE)				
16	Investment Revenue	$ (1,859,490)	$ (468,750)	$ 1,390,740	297%
17	Sales Tax Revenue	(40,214,626)	(38,561,768)	1,652,858	4%
18	Other Revenue	(800,844)	(1,200,000)	(399,156)	-33%
19	Fed Operations/Preventative Maint. Revenue	(4,898,959)	(8,000,000)	(3,101,041)	-39%
20	Bond Interest	6,069,913	6,542,537	472,624	7%
21	Bond Interest UTCT	148,357	144,141	(4,216)	-3%
22	Bond Cost of Issuance/Fees	38,150	2,100	(36,050)	-1717%
23	Lease Interest	1,045,244	237,592	(807,651)	-340%
24	Sale of Assets	444,686	-	(444,686)	
25	TOTAL NON-OPERATING EXPENSE (REVENUE)	$ (40,027,569)	$ (41,304,148)	$ (1,276,579)	-3%
26	CONTRIBUTION TO RESERVES	$ 5,850,232	$ 9,105,870		

BUDGET TO ACTUAL REPORT BY CHIEF
(UNAUDITED)
As of July 31, 2024

EXHIBIT 1-4A

CURRENT MONTH

		ACTUAL Jul-24	BUDGET Jul-24	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
	OPERATING EXPENSE				
1	Board of Trustees	$ 302,961	$ 280,867	$ (22,094)	-8%
2	Executive Director	625,942	534,223	(91,719)	-17%
3	Chief Communication Officer	210,201	330,064	119,863	36%
4	Chief Planning and Engagement Officer	2,466,212	1,952,466	(513,746)	-26%
5	Chief Finance Officer	1,488,844	1,655,194	166,350	10%
6	Chief Operating Officer	28,550,161	26,624,963	(1,925,198)	-7%
7	Chief People Officer	1,192,869	1,004,302	(188,567)	-19%
8	Chief Development Officer	732,990	629,193	(103,797)	-16%
9	Chief Enterprise Strategy Officer	1,974,005	2,316,536	342,531	15%
10	Non-Departmental	-	-	-	
11	TOTAL OPERATING EXPENSE	$ 37,544,185	$ 35,327,808	$ (2,216,377)	-6%

YEAR TO DATE

		ACTUAL Jul-24	BUDGET Jul-24	VARIANCE FAVORABLE (UNFAVORABLE)	% FAVORABLE (UNFAVORABLE)
	OPERATING EXPENSE				
12	Board of Trustees	$ 1,814,743	$ 1,966,063	$ 151,320	8%
13	Executive Director	4,042,039	3,741,001	(301,038)	-8%
14	Chief Communication Officer	1,550,038	2,469,288	919,250	37%
15	Chief Planning and Engagement Officer	12,043,870	13,477,862	1,433,992	11%
16	Chief Finance Officer	8,952,128	11,843,990	2,891,862	24%
17	Chief Operating Officer	182,395,845	185,555,909	3,160,064	2%
18	Chief People Officer	7,522,306	7,000,426	(521,880)	-7%
19	Chief Devlopment Officer	3,950,370	4,396,917	446,547	10%
20	Chief Enterprise Strategy Officer	13,997,026	16,251,758	2,254,732	14%
21	Non-Departmental	5,557,291	5,807,291	250,000	4%
22	TOTAL OPERATING EXPENSE	###########	$ 252,510,505	$ 10,684,849	4%

BUDGET TO ACTUAL REPORT
(UNAUDITED)
As of July 31, 2024

YEAR TO DATE

		ACTUAL Jul-24	BUDGET Jul-24	VARIANCE FAVORABLE (UNFAVORABLE)
	OPERATING REVENUE			
1	Passenger Revenue	$ (23,423,673)	$ (20,540,086)	$ 2,883,587
2	Advertising Revenue	(1,196,167)	(1,400,000)	(203,833)
3	TOTAL OPERATING REVENUE	$ (24,619,840)	$ (21,940,086)	$ 2,679,754
	OPERATING EXPENSE			
4	Bus Service	$ 83,397,388	$ 83,292,311	$ (105,077)
5	Commuter Rail	17,477,744	19,018,127	1,540,383
6	Light Rail	27,141,384	28,145,591	1,004,207
7	Maintenance of Way	12,811,872	12,495,387	(316,486)
8	Paratransit Service	17,084,377	16,878,641	(205,736)
9	RideShare/Van Pool Services	1,915,626	2,340,067	424,441
10	Microtransit	6,328,941	7,553,373	1,224,432
11	Operations Support	38,823,800	38,367,016	(456,784)
12	Administration	31,317,234	38,612,695	7,295,461
13	Non-Departmental	5,557,291	250,000	(5,307,291)
14	TOTAL OPERATING EXPENSE	$ 241,855,657	$ 246,953,208	$ 5,097,550
15	NET OPERATING (INCOME) LOSS	$ 217,235,817	$ 225,013,121	$ 7,777,304
	NON-OPERATING EXPENSE (REVENUE)			
16	Investment Revenue	$ (47,200,420)	$ (3,281,250)	$ 43,919,170
17	Sales Tax Revenue	(284,656,785)	(275,446,376)	9,210,409
18	Other Revenue	(5,876,412)	(8,400,000)	(2,523,588)
19	Fed Operations/Preventative Maint. Revenue	(4,860,664)	(48,000,000)	(43,139,336)
20	Bond Interest	42,489,392	45,941,902	3,452,510
21	Bond Interest UTCT	1,038,500	1,008,987	(29,513)
22	Bond Cost of Issuance/Fees	83,300	41,250	(42,050)
23	Lease Interest	2,055,666	1,663,146	(392,520)
24	Sale of Assets	961,367	-	(961,367)
25	TOTAL NON-OPERATING EXPENSE (REVENUE)	$ (295,966,057)	$ (286,472,341)	$ 9,493,717
26	CONTRIBUTION TO RESERVES	$ 78,730,240	$ 61,459,220	

CAPITAL PROJECTS
(UNAUDITED)
As of July 31, 2024

EXHIBIT 1-6

		2024 ACTUAL	ANNUAL BUDGET	PERCENT
	EXPENSES			
1	REVENUE AND NON-REVENUE VEHICLES	$ 29,473,177	$ 56,950,000	51.8%
2	INFORMATION TECHNOLOGY	9,535,401	21,515,000	44.3%
3	FACILITIES, MAINTENANCE & ADMIN. EQUIP.	3,893,797	15,768,000	24.7%
4	CAPITAL PROJECTS	21,746,126	88,148,000	24.7%
5	STATE OF GOOD REPAIR	10,375,836	55,611,000	18.7%
6	DEPOT DISTRICT	67,448	1,000,000	6.7%
7	OGDEN/WEBER STATE BRT	1,976,866	5,600,000	35.3%
8	TIGER	(1,817,771)	0	0.0%
9	TOTAL	$ 75,250,880	$ 244,592,000	30.8%
	REVENUES			
10	GRANT	$ 7,165,747	$ 59,152,000	12.1%
11	STATE CONTRIBUTION	5,289,024	13,447,000	39.3%
12	LEASES (PAID TO DATE)		27,234,000	0.0%
13	BONDS		6,330,000	0.0%
14	LOCAL PARTNERS	663,657	8,861,000	7.5%
15	UTA FUNDING	62,132,451	129,568,000	48.0%
16	TOTAL	$ 75,250,880	$ 244,592,000	30.8%

FAREBOX RECOVERY & SPR
(UNAUDITED)
As of July 31, 2024

EXHIBIT 1-7

BY SERVICE

	CURRENT MONTH		YEAR TO DATE	
	Jul-24	Jul-23	2024	2023
UTA				
Fully Allocated Costs	37,544,186	30,437,135	241,855,657	219,568,697
Passenger Farebox Revenue	3,187,682	2,877,755	23,423,673	20,985,265
Passengers	3,054,618	2,543,307	22,930,840	19,338,277
Farebox Recovery Ratio	8.5%	9.5%	9.7%	9.6%
Actual Subsidy per Rider	$11.25	$10.84	$9.53	$10.27
BUS SERVICE				
Fully Allocated Costs	18,280,657	15,496,426	121,290,247	109,643,807
Passenger Farebox Revenue	1,318,013	1,223,461	9,416,135	9,189,328
Passengers	1,470,779	1,260,509	11,153,434	9,962,486
Farebox Recovery Ratio	8.5%	14.4%	8.6%	36.0%
Actual Subsidy per Rider	$9.64	$5.78	$10.03	$10.08
LIGHT RAIL SERVICE				
Fully Allocated Costs	8,471,328	7,888,464	55,653,057	56,435,872
Passenger Farebox Revenue	706,286	600,312	4,821,925	4,219,179
Passengers	1,039,134	830,442	7,897,826	5,982,420
Farebox Recovery Ratio	8.3%	7.6%	8.7%	7.5%
Actual Subsidy per Rider	$7.47	$8.78	$6.44	$8.73
COMMUTER RAIL SERVICE				
Fully Allocated Costs	5,492,315	3,294,298	34,491,244	26,823,686
Passenger Farebox Revenue	518,894	391,690	3,259,151	2,754,080
Passengers	327,054	278,489	2,335,243	2,037,058
Farebox Recovery Ratio	9.4%	11.9%	9.4%	10.3%
Actual Subsidy per Rider	$15.21	$10.42	$13.37	$11.82
MICROTRANSIT				
Fully Allocated Costs	1,795,013	812,509	7,254,789	5,246,327
Passenger Farebox Revenue	175,978	46,879	318,225	297,656
Passengers	46,294	33,286	316,275	221,758
Farebox Recovery Ratio	9.8%	5.8%	4.4%	5.7%
Actual Subsidy per Rider	$34.97	$23.00	$21.93	$22.32
PARATRANSIT				
Fully Allocated Costs	2,840,715	2,379,443	18,346,937	16,878,734
Passenger Farebox Revenue	357,115	315,083	3,547,737	2,339,527
Passengers	81,936	65,194	568,438	493,559
Farebox Recovery Ratio	12.6%	13.2%	19.3%	13.9%
Actual Subsidy per Rider	$30.31	$31.66	$26.03	$29.46
RIDESHARE				
Fully Allocated Costs	664,158	565,996	4,819,384	4,540,271
Passenger Farebox Revenue	111,396	300,328	2,060,501	2,185,495
Passengers	89,421	75,387	659,625	640,996
Farebox Recovery Ratio	16.8%	53.1%	42.8%	48.1%
Actual Subsidy per Rider	$6.18	$3.52	$4.18	$3.67

FAREBOX RECOVERY & SPR
(UNAUDITED)
As of July 31, 2024

EXHIBIT 1-8

BY TYPE

	CURRENT MONTH		YEAR TO DATE	
	Jul-24	Jul-23	2024	2023
FULLY ALLOCATED COSTS				
Bus Service	$18,280,657	$15,496,426	$121,290,247	$109,643,807
Light Rail Service	$8,471,328	$7,888,464	$55,653,057	$56,435,872
Commuter Rail Service	$5,492,315	$3,294,298	$34,491,244	$26,823,686
Microtransit	$1,795,013	$812,509	$7,254,789	$5,246,327
Paratransit	$2,840,715	$2,379,443	$18,346,937	$16,878,734
Rideshare	$664,158	$565,996	$4,819,384	$4,540,271
UTA	$37,544,186	$30,437,135	$241,855,657	$219,568,697
PASSENGER FAREBOX REVENUE				
Bus Service	$1,318,013	$1,223,461	$9,416,135	$9,189,328
Light Rail Service	$706,286	$600,312	$4,821,925	$4,219,179
Commuter Rail Service	$518,894	$391,690	$3,259,151	$2,754,080
Microtransit	$175,978	$46,879	$318,225	$297,656
Paratransit	$357,115	$315,083	$3,547,737	$2,339,527
Rideshare	$111,396	$300,328	$2,060,501	$2,185,495
UTA	$3,187,682	$2,877,755	$23,423,673	$20,985,265
PASSENGERS				
Bus Service	1,470,779	1,260,509	11,153,434	9,962,486
Light Rail Service	1,039,134	830,442	7,897,826	5,982,420
Commuter Rail Service	327,054	278,489	2,335,243	2,037,058
Microtransit	46,294	33,286	316,275	221,758
Paratransit	81,936	65,194	568,438	493,559
Rideshare	89,421	75,387	659,625	640,996
UTA	3,054,618	2,543,307	22,930,840	19,338,277
FAREBOX RECOVERY RATIO				
Bus Service	8.5%	14.4%	8.6%	36.0%
Light Rail Service	8.3%	7.6%	8.7%	7.5%
Commuter Rail Service	9.4%	11.9%	9.4%	10.3%
Microtransit	9.8%	5.8%	4.4%	5.7%
Paratransit	12.6%	13.2%	19.3%	13.9%
Rideshare	16.8%	53.1%	42.8%	48.1%
UTA	8.5%	9.5%	9.7%	9.6%
ACTUAL SUBSIDY PER RIDER				
Bus Service	$9.64	$5.78	$10.03	$10.08
Light Rail Service	$7.47	$8.78	$6.44	$8.73
Commuter Rail Service	$15.21	$10.42	$13.37	$11.82
Microtransit	$34.97	$23.00	$21.93	$22.32
Paratransit	$30.31	$31.66	$26.03	$29.46
Rideshare	$6.18	$3.52	$4.18	$3.67
UTA	$11.25	$10.84	$9.53	$10.27

SUMMARY OF ACCOUNTS RECEIVABLE
(UNAUDITED)
As of July 31, 2024

EXHIBIT 1-9

	Classification	Total	Current	31-60 Days	61-90 Days	90-120 Days	Over 120 Days
1	Federal Grants Government [1]	$ 3,113,363	$ 3,113,363	-	-	-	-
2	Sales Tax Contributions	84,124,878	39,460,517	$ 44,664,361	-	-	-
3	Warranty Recovery	1,642,293	1,691,036	-	-	-	-
4	Build America Bond Subsidies	4,995,670	785,525	785,525	$ 785,525	$ 785,525	$ 1,853,570
5	Product Sales and Development	1,689,905	428,387	64,217	46,825	18,143	1,132,333
6	Pass Sales	(70,484)	112,803	(2,210)	13,031	(12,525)	(181,583)
7	Property Management	1,680,414	1,522,031	135,537	5,916	2,027	14,903
8	Vanpool/Rideshare	116,647	69,315	13,157	9,377	4,412	20,386
9	Salt Lake City Agreement	523,919	523,919	-	-	-	-
10	Planning	-	-	-	-	-	-
11	Capital Development Agreements	13,153,111	-	-	-	-	13,153,111
12	Other	85,289,477	(65,051)	6,811	312	-	351,304
13	Total	$ 196,259,192	$ 47,641,844	$ 45,667,398	$ 860,987	$ 797,582	$ 16,344,023

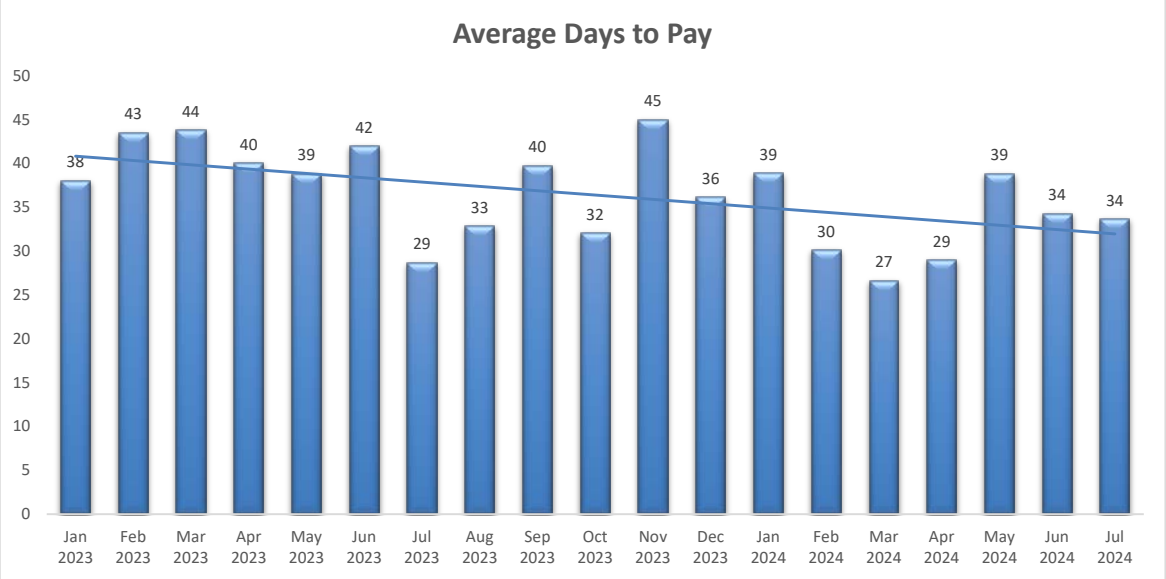
	Percentage Due by Aging					
14	Federal Grants Government [1]	100.0%	0.0%	0.0%	0.0%	0.0%
15	Sales Tax Contributions	46.9%	53.1%	0.0%	0.0%	0.0%
16	Warranty Recovery	103.0%	0.0%	0.0%	0.0%	0.0%
17	Build America Bond Subsidies	15.7%	15.7%	15.7%	15.7%	37.1%
18	Product Sales and Development	25.3%	3.8%	2.8%	1.1%	67.0%
19	Pass Sales	-160.0%	3.1%	-18.5%	17.8%	257.6%
20	Property Management	90.6%	8.1%	0.4%	0.1%	0.9%
21	Vanpool/Rideshare	59.4%	11.3%	8.0%	3.8%	17.5%
22	Salt Lake City Agreement	100.0%	0.0%	0.0%	0.0%	0.0%
23	Planning					
24	Capital Development Agreements	0.0%	0.0%	0.0%	0.0%	100.0%
25	Other	-0.1%	0.0%	0.0%	0.0%	0.4%
26	Total	24.3%	23.3%	0.4%	0.4%	8.3%

[1] Federal preventive maintenance funds and federal RideShare funds

SUMMARY OF APPROVED DISBURSEMENTS OVER $200,000
FROM July 1, 2024 THROUGH JULY 31, 2024
(UNAUDITED)

EXHIBIT 1-10

Contract # and Description		Contract Date	Vendor	Check #	Date	Check Total
00223632	MANAGEMENT SERVICES CONSULTANT	45030	AECOM Technical Services, Inc.	900523	7/31/2024	244,933.18
00223675	Chargers	45246	Cache Valley Electric Company	900525	7/31/2024	290,806.08
00223675	Chargers	45246	Cache Valley Electric Company	900525	7/31/2024	230,810.66
R2024-02-02	Pension Contribution	45336	Cambridge Associates, LLC.	384044	7/11/2024	1,292,822.01
R2024-02-02	Pension Contribution	45336	Cambridge Associates, LLC.	384323	7/25/2024	1,241,355.18
R2024-02-02	REAL ESTATE PURCHASE	45246	FIRST AMERICAN TITLE INSURANCE	900185	7/10/2024	1,542,326.00
01128820	Parts	45303	IFE NORTH AMERICA LLC	900337	7/23/2024	255,708.00
02003243	PARA SERVICE NORTH	43985	MV PUBLIC TRANSPORTATION	900084	7/3/2024	273,927.17
02003243	PARA SERVICE NORTH	43985	MV PUBLIC TRANSPORTATION	900164	7/10/2024	256,354.65
00213530	Insurance	45042	PEHP (Use for Admin)	900535	7/31/2024	264,276.26
00213530	Insurance	45042	PEHP (Use for Admin)	900535	7/31/2024	278,284.85
00213530	Insurance	45042	PEHP (Use for Admin)	900535	7/31/2024	361,059.41
R2024-02-02	UTILITIES	45042	ROCKY MOUNTAIN POWER	384119	7/17/2024	465,139.66
00203382	Transit Systems On-Call Contract	44259	ROCKY MOUNTAIN SYSTEMS SERVICE	900259	7/17/2024	241,239.87
00203382	Transit Systems On-Call Contract	44259	ROCKY MOUNTAIN SYSTEMS SERVICE	900259	7/17/2024	252,458.00
02203566	MKV20-System	43985	SCHEIDT & BACHMANN USA, INC.	900257	7/17/2024	214,733.20
00213531	Insurance	45042	SELECT HEALTH	900536	7/31/2024	962,096.90
00233786	ON-CALL MAINTENANCE	44356	Stacy and Witbeck, Inc.	900258	7/17/2024	273,111.31
00233786	ON-CALL MAINTENANCE	44356	Stacy and Witbeck, Inc.	900258	7/17/2024	487,500.00
00017236	Dash Cameras	45391	Tivitri Inc	900083	7/3/2024	250,760.05
02303738	SOFTWARE SERVICE	45282	TRAPEZE SOFTWARE GROUP, INC.	900163	7/10/2024	223,603.00
01903143	PARA SERVICE SOUTH	43984	UNITED WAY COMMUNITY SERV	900162	7/10/2024	200,437.74
R2024-02-02	INCOME TAX	45336	UTAH ST TAX (WITHHOLDING ONLY)	384076	7/11/2024	359,244.31
R2024-02-02	INCOME TAX	45336	UTAH ST TAX (WITHHOLDING ONLY)	384353	7/25/2024	337,392.05
00203399	ON DEMAND MOBILITY	44446	VIA TRANSPORTATION INC	900166	7/10/2024	527,577.40
00203399	ON DEMAND MOBILITY	44446	VIA TRANSPORTATION INC	900526	7/31/2024	471,761.96
02103488	Wearing Parts	45259	Voith US Inc	900167	7/10/2024	682,044.00



669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:
Board of Trustees
THROUGH:
Jay Fox, Executive Director
FROM:
Viola Miller, Chief Financial Officer
PRESENTER(S):
Christy Allen, Coordinated Mobility Manager

Alika Lindsay, Coordinated Mobility Grants Administrator

TITLE:

R2024-09-01 - Resolution Authorizing the Execution of Federal Transit Administration 5310 Subrecipient Grant Agreements

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2024-09-01 authorizing the Executive Director to execute Federal Transit Administration (FTA) 5310 subrecipient agreements for FTA Federal Fiscal Years (FFY) 2023 & 2024 as presented.

BACKGROUND:
* The Coordinated Mobility (CM) Department manages the FTA Section 5310 Formula Grant program for the Salt Lake, Ogden/Layton and Provo/Orem urbanized areas.
* UTA was designated to administer and manage 5310 program funds by the Governor in 2014.
* The 5310 Grant program provides funding to enhance the mobility of seniors and individuals with disabilities.
* The CM department oversees the application cycle every two years.
* UTA receives approximately 20 grant applications from eligible community partners for every biennial grant cycle.

DISCUSSION:
By receiving approval of Resolution R2024-09-01, which includes Exhibit A - Federal Transit Administration (FTA) Section 5310 Subrecipient Awards by Federal Fiscal Year (FFY2023 & 2024) and Urbanized Area (UZA), the CM department will have the ability to expedite subrecipient agreement execution for all subrecipient projects.
The subrecipient list included as Exhibit A is comprised of all proposed subrecipient awards and includes awards over $200K. The list also includes projects that UTA has applied for and been selected to receive.
The FTA 5310 FFY2023 & 2024 Grants are formula funding and receipt is authorized by Board Policy 2.2 - Contract Authority, Procurement and Grants. The Board of Trustees previously designated in Resolution R2020-01-03 the Executive Director as UTA's authorized representative to execute FTA grants.
Additionally, for the disbursement of grant awards, Board Policy 2.2 requires any agreement of $200,000 or more to be approved by the board in a public meeting. This resolution requests the Board's approval of FTA's FFY 2023 and 2024 subrecipient grant agreements for the 5310 program as specified in Exhibit A of the resolution, including those agreements that exceed $200,000 in value.

ALTERNATIVES:
The alternative is to bring contracts individually to the Board of Trustees for approval. This would extend the time to

disburse funds to 5310 grant recipients for their projects.

FISCAL IMPACT:
The funds received from the FTA are passthrough funds and there is no fiscal impact to UTA for this board approval. The subrecipient projects required match is covered by the awarded partners.
UTA projects approved through the program (total federal funds $439,001 and match $109,750) also have a neutral impact as the required match is either covered by in-kind staff time or legislative funding for coordinated mobility that UTA receives annually. No subrecipient agreements are needed for UTA projects as we are the designated recipient of the funds.
UTA uses 10% of the total 5310 grant funds for program administration which is allowable under the FTA regulations. For FFY23 & 24 the administration funds total $450,911.

ATTACHMENTS:
* Resolution R2024-09-01, including a list of subrecipient grant awards as an exhibit

Docusign Envelope ID: BC164857-BA24-4BDA-BC5F-5EB2AE32D313

RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY AUTHORIZING THE EXECUTION OF FEDERAL TRANSIT ADMINISTRATION 5310 GRANT AGREEMENTS FOR SPECIFIED PROJECTS

R2024-09-01 September 11, 2024

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

WHEREAS, the Authority has been designated by the Governor of Utah to be the recipient of Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds for Utah's urban areas of Ogden/Layton, Provo/Orem, and Salt Lake City/West Valley City; and

WHEREAS, the Authority (i) obtained formula grants of assistance for the Subrecipient Projects shown in Exhibit A; (ii) secured (or contracted to secure) local match commitments from Subrecipients for the same Projects; and (iii) budgeted Authority funds for the same Projects; and

WHEREAS, the Utah Public Transit District Act, UTAH CODE § 17B-2a-801, *et seq.* and UTA Board Policy 2.2 requires Board approval for all contracts with a value of $200,000 or more; and

WHEREAS, the Board of Trustees (the "Board") understands and recognizes that grants for the Subrecipient Projects, shown in Exhibit A, are ready for subrecipient contracts including those with a value over $200,000 to be signed upon execution of the FTA Formula grants; and

WHEREAS, the Board, in Resolution R2020-01-03, granted the Executive Director with the authority to execute federal and other grant agreements on behalf of the Authority; and

WHEREAS, the Board of Trustees understands and recognizes the time sensitive nature often associated with signing Subrecipient contracts and the project schedules the grants are supporting; and

WHEREAS, the Board desires to provide the Executive Director, or his designee, with the authority to execute the Subrecipient agreements for the Projects in Exhibit A.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board hereby approves the formula grant agreements for the Subrecipient Projects listed in Exhibit A.

Docusign Envelope ID: BC164857-BA24-4BDA-BC5F-5EB2AE32D313

2. That the Board hereby authorizes the Executive Director, or his designee, to execute the Subrecipient Agreements for the projects listed in Exhibit A.

3. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and counsel to prepare the agreements for the Subrecipient Projects listed in Exhibit A.

4. That the corporate seal be attached hereto.

APPROVED AND ADOPTED this 11th day of September 2024.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

Signed by:
David Wilkins
CA25CE8F60E344B...
Legal Counsel

Docusign Envelope ID: BC164857-BA24-4BDA-BC5F-5EB2AE32D313

Exhibit A

PROVO-OREM UZA			Proposed 2023 POP			
Sorted by Agency			Total Funds Available			$ 451,264
POP Item #	Organization	Project	Match Ratio	2023 Propsed Fed Amount	Local Match	Total Budget
1	TURN Community Services P-O	Operating Assistance	50/50	$ 61,450	$ 61,450	$ 122,900
1	TURN Community Services P-O	Expansion Transit Van (ADA)	80/20	$ 84,000	$ 21,000	$ 105,000
2	Payson City	Expansion Cutaway Bus (ADA)	80/20	$ 120,000	$ 30,000	$ 150,000
3	Utah Valley Rides (UWUC)	Operating Assistance	50/50	$ 10,230	$ 10,230	$ 20,460
3	Utah Valley Rides (UWUC)	Misc. Supplies	80/20	$ 540	$ 135	$ 675
4	Utah's Promise (UW211)	Mobility Management	80/20	$ 18,521	$ 4,630	$ 23,151
5	UTA RidePilot Lite	Engineer/Design - ADP Software	80/20	$ 7,420	$ 1,855	$ 9,275
5	UTA Travel Training	Mobility Management	80/20	$ 8,840	$ 2,210	$ 11,050
5	UTA Crisis/Temp Referral Trips	Mobility Management	80/20	$ 95,136	$ 23,784	$ 118,920
5	UTA Admin	Administration	100/0	$ 45,127	$ -	$ 45,127
	Totals P-O			$ 451,264	$ 155,294	$ 606,558

PROVO-OREM UZA			Proposed 2024 POP			
Sorted by Agency			Total Funds Available			$ 475,851
POP Item #	Organization	Project	Match Ratio	2024 Propsed Fed Amount	Local Match	Total Budget
1	TURN Community Services	Operating Assistance	50/50	$ 83,314	$ 83,314	$ 166,628
1	TURN Community Services	Expansion Transit Van (ADA)	80/20	$ 84,000	$ 21,000	$ 105,000
1	TURN Community Services	3rd Party Contracts - 5310	80/20	$ 52,480	$ 13,120	$ 65,600
1	TURN Community Services	Preventive Maintenance	80/20	$ 6,400	$ 1,600	$ 8,000
2	Utah Valley Rides (UWUC)	Operating assistance	50/50	$ 46,240	$ 46,240	$ 92,480
2	Utah Valley Rides (UWUC)	Misc. Supplies	80/20	$ 5,800	$ 1,450	$ 7,250
2	Utah Valley Rides (UWUC)	Preventive Maintenance	80/20	$ 1,796	$ 449	$ 2,245
3	Utah's Promise (UW211)	Mobility Management	80/20	$ 28,236	$ 7,059	$ 35,295
4	UTA Travel Training	Mobility Management	80/20	$ 100,000	$ 25,000	$ 125,000
4	UTA Travel Training	3rd Party Contracts - 5310	80/20	$ 20,000	$ 5,000	$ 25,000
4	UTA Admin	Administration	100/0	$ 47,585		$ 47,585
	Totals P-O			$ 475,851	$ 204,232	$ 680,083

OGDEN-LAYTON UZA			Proposed 2023 POP			
Sorted by Agency			Total Funds Available			625,533
POP Item #	Organization	Project	Match Ratio	2023 Propsed Fed Amount	Local Match	Total Budget
1	Suzy's Senior Companionship Services	Operating Assistance	50/50	$ 101,500	$ 101,500	$ 203,000
1	Suzy's Senior Companionship Services	2 Expansion Transit Vans (ADA)	80/20	$ 168,000	$ 42,000	$ 210,000
1	Suzy's Senior Companionship Services	Expansion Sedan (Non-ADA)	80/20	$ 40,000	$ 10,000	$ 50,000
1	Suzy's Senior Companionship Services	Preventive Maintenance	80/20	$ 9,896	$ 2,474	$ 12,370
2	TURN Community Services O-L	Operating Assistance	50/50	$ 9,500	$ 9,500	$ 19,000
2	TURN Community Services O-L	Expansion Transit Van (ADA)	80/20	$ 84,000	$ 21,000	$ 105,000
3	Utah's Promise	Mobility Management	80/20	$ 9,538	$ 2,385	$ 11,923
4	PARC	Operating Assistance	50/50	$ 50,798	$ 50,798	$ 101,596
4	PARC	Expansion Transit Van (ADA)	80/20	$ 84,000	$ 21,000	$ 105,000
5	UTA Crisis/Temporary Referral Trips	Mobility Management	80/20	$ 5,748	$ 1,437	$ 7,185
5	UTA Admin		100/0	$ 62,553		$ 62,553
	Totals O-L			$ 625,533	$ 262,094	$ 887,627

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OGDEN-LAYTON UZA			Proposed 2024 POP			
Sorted by Agency			Total Funds Available			$ 622,045
POP Item #	Organization	Project	Match Ratio	2024 Propsed Fed Amount	Local Match	Total Budget
1	Suzy's Senior Companionship Services	Operating Assistance	50/50	$ 101,500	$ 101,500	$ 203,000
1	Suzy's Senior Companionship Services	Preventive Maintenance	80/20	$ 9,896	$ 2,474	$ 12,370
1	Suzy's Senior Companionship Services	Expansion Mini-Van (ADA)	80/20	$ 56,000	$ 14,000	$ 70,000
2	TURN Community Services	Operating Assistance	50/50	$ 13,250	$ 13,250	$ 26,500
2	TURN Community Services	Preventive Maintenance	80/20	$ 1,600	$ 400	$ 2,000
2	TURN Community Services	Expansion Transit Van (ADA)	80/20	$ 84,000	$ 21,000	$ 105,000
3	Utah's Promise (UW211)	Mobility Management	80/20	$ 9,537	$ 2,384	$ 11,921
4	PARC	Operating Assistance	50/50	$ 83,200	$ 83,200	$ 166,400
4	PARC	Preventive Maintenance	80/20	$ 8,000	$ 2,000	$ 10,000
5	UTA Crisis/Temporary referral trips	Mobility Management	80/20	$ 98,252	$ 24,563	$ 122,815
5	UTA Travel Training	Mobility Management	80/20	$ 94,605	$ 23,651	$ 118,256
5	UTA Admin	Administration	100/0	$ 62,205	$ -	$ 62,205
	Totals O-L			$ 622,045	$ 288,422	$ 910,467

SALT LAKE UZA			Proposed 2023 POP			
Sorted by Agency			Total Funds Available			$ 1,126,249
POP Item #	Organization	Project	Match Ratio	2023 Propsed Fed Amount	Local Match	Total Budget
1	Suzy's Senior Services	Operating Assistance	50/50	$ 33,500	$ 33,500	$ 67,000
1	Suzy's Senior Services	Expansion Sedan (Non-ADA)	80/20	$ 40,000	$ 10,000	$ 50,000
1	Suzy's Senior Services	Misc. Supplies	80/20	$ 240	$ 60	$ 300
2	TURN Community Service	Operating Assistance	50/50	$ 10,500	$ 10,500	$ 21,000
3	The Work Activity Center	Operating Assistance	50/50	$ 41,352	$ 41,352	$ 82,704
3	The Work Activity Center	Expansion Transit Van (ADA)	80/20	$ 84,000	$ 21,000	$ 105,000
4	First Step House	2 Replacement Transit Vans (ADA)	80/20	$ 168,000	$ 42,000	$ 210,000
5	Salt Lake County	Operating Assistance	50/50	$ 90,000	$ 90,000	$ 180,000
5	Salt Lake County	3rd Party Contracts - 5310	80/20	$ 10,000	$ 2,500	$ 12,500
6	Neighborhood House	Operating Assistance	50/50	$ 76,800	$ 76,800	$ 153,600
6	Neighborhood House	Prev Maintenance	80/20	$ 22,320	$ 5,580	$ 27,900
6	Neighborhood House	Replacement Transit Van (ADA)	80/20	$ 84,000	$ 21,000	$ 105,000
7	Kostopolus	Operating Assistance	50/50	$ 70,000	$ 70,000	$ 140,000
7	Kostopolus	Surveillance/Security Equipment	80/20	$ 33,322	$ 8,330	$ 41,652
8	Utah's Promise (UW211)	Mobility Management	80/20	$ 93,990	$ 23,498	$ 117,488
9	Odyssey House	Operating Assistance	50/50	$ 23,200	$ 23,200	$ 46,400
10	Bear O Care	Operating Assistance	50/50	$ 25,000	$ 25,000	$ 50,000
10	Bear O Care	Replacement Transit Van (ADA)	80/20	$ 84,000	$ 21,000	$ 105,000
10	Bear O Care	Preventive Maintenance	80/20	$ 14,400	$ 3,600	$ 18,000
12	UTA RidePilot Lite	Engineer/Design - ADP Software	80/20	$ 1,000	$ 250	$ 1,250
12	UTA Crisis/Referral Trips	Mobility Management	80/20	$ 8,000	$ 2,000	$ 10,000
12	UTA Admin	Administration	100/0	$ 112,625		$ 112,625
	Totals SL-WV			$ 1,126,249	$ 531,170	$ 1,657,419

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SALT LAKE UZA			Proposed 2024 POP			
Sorted by Agency			Total Funds Available			$ 1,208,157
POP Item #	Organization	Project	Match Ratio	2024 Propsed Fed Amount	Local Match	Total Budget
1	Suzy's Senior Services	Operating Assistance	50/50	$ 33,500	$ 33,500	$ 67,000
1	Suzy's Senior Services	Preventive Maintenance	80/20	$ 1,957	$ 489	$ 2,446
1	Suzy's Senior Services	Expansion Transit Van (ADA)	80/20	$ 84,000	$ 21,000	$ 105,000
2	The Road Home	Operating Assistance	50/50	$ 12,000	$ 12,000	$ 24,000
3	TURN Community Serv	Operating Assistance	50/50	$ 15,475	$ 15,475	$ 30,950
3	TURN Community Serv	Preventive Maintenance	80/20	$ 3,200	$ 800	$ 4,000
3	TURN Community Serv	Expansion Transit Van (ADA)	80/20	$ 84,000	$ 21,000	$ 105,000
4	Work Activity Center	Operating Assistance	50/50	$ 49,110	$ 49,110	$ 98,220
4	Work Activity Center	Preventive Maintenance	80/20	$ 8,000	$ 2,000	$ 10,000
5	First Step House	Operating Assistance	50/50	$ 75,000	$ 75,000	$ 150,000
5	First Step House	5 Expansion Mini-Vans (Non-ADA)	80/20	$ 200,000	$ 50,000	$ 250,000
5	First Step House	Preventive Maintenance	80/20	$ 42,240	$ 10,560	$ 52,800
6	Salt Lake County	Operating Assistance	50/50	$ 60,000	$ 60,000	$ 120,000
6	Salt Lake County	3rd Party Contracts- 5310	80/20	$ 10,000	$ 2,500	$ 12,500
7	Kostopolus	Operating Assistance	50/50	$ 90,000	$ 90,000	$ 180,000
8	Neighborhood House	Operating Assistance	50/50	$ 20,000	$ 20,000	$ 40,000
8	Neighborhood House	Preventive Maintenance	80/20	$ 24,566	$ 6,142	$ 30,708
9	Utah's Promise	Mobility Management	80/20	$ 98,018	$ 24,504	$ 122,522
10	Odyssey House	Operating Assistance	50/50	$ 10,000	$ 10,000	$ 20,000
11	Bear-O-Care	Operating Assistance	50/50	$ 10,000	$ 10,000	$ 20,000
11	Bear-O-Care	Replacement Bus (ADA)	80/20	$ 120,000	$ 30,000	$ 150,000
11	Bear-O-Care	Preventive Maintenance	80/20	$ 14,400	$ 3,600	$ 18,000
13	UTA Travel Training	Mobility Management	80/20	$ 21,875	$ 5,469	$ 27,344
13	UTA Admin	Administration	100/0	$ 120,816	$ -	$ 120,816
	Totals SL-WV			$ 1,208,157	$ 553,149	$ 1,761,306

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

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

TITLE:

Contract: Vendor Managed Shop Supplies (Grainger Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Authorize the use of Grainger State of Utah Contract #MA4601 as a Negotiated Price Discount (NPD) agreement to obtain shop supplies and vendor managed shop supply services for all UTA maintenance and operations locations with an estimated total spend of $6,000,000 over a period of up to five (5) years.

BACKGROUND:
UTA maintenance and operations departments consume a wide variety of shop supplies for daily operations. Items such as safety PPE, greases & lubricants, electrical, tools, janitorial supplies, and other items. UTA also requires vendor managed dispensing systems of shop supplies to nine (9) UTA maintenance locations. Dispensing systems will dispense frequently used industrial supplies and other specialized maintenance, repair, and operations inventory items and equipment at point of use locations throughout UTA's maintenance and operations facilities. This use of the above-refenced State of Utah contract to obtain these supplies and services at a NPD (Negotiated Price Discount) will commence upon approval and will expire approximately June 30, 2029.

DISCUSSION:
After a thorough review of current contract performance UTA management has made the decision to contract with the incumbent vendor through the existing state contract MA4601. This approach will achieve significant cost savings while ensuring continuity of service. UTA Staff is requesting approval of NPD 24-03863 with Grainger, Inc. with an estimated total spend of $6,000,000 over a period of up to five (5) years. Payments will

be made by P-card from each of the 9 UTA maintenance locations and other operations facilities. Annually Supply Chain management will provide a P-card total spend report with Grainger Inc. for the previous 12 months. Last year UTA spent $1,060,933 with Grainger.

CONTRACT SUMMARY:

Contractor Name:	Grainger Inc.
Contract Number:	UTA Contract #24-03863, State Contract #MA4601
Base Contract Effective Dates:	State Contract effective 7/1/2024 - 6/30/2029
Extended Contract Dates:	N/A
Existing Contract Value:	N/A
Amendment Amount:	N/A
New/Total Contract Value:	$6,000,000 (estimate only, not an NTE)
Procurement Method:	State of Utah Contract
Budget Authority:	Approved 2024 Operating Budget

ALTERNATIVES:

UTA could opt to issue an RFP of its own, instead of using the state contract.

FISCAL IMPACT:

Funds are budgeted into the Operating Expense maintenance “shop supplies” budget. Payments will be made by P-card from each of the 9 UTA maintenance locations and other operations facilities. In previous shop supply contracts this has been found to be the most accurate and efficient payment method for this type of contract.

ATTACHMENTS:

1) Link to State Contract MA4601 < https://statecontracts.utah.gov/Contract/Details/MA4601-Construction-Supplies-and-Equipment%7C4c11c3f5- >

Contract # **MA4601**

STATE OF UTAH COOPERATIVE CONTRACT

1. CONTRACTING PARTIES: This contract is between the Division of Purchasing and the following Contractor:

W.W. Grainger, Inc
Name

P.O. Box 419267
Address

Kansas City	MO	64141-6267
City	State	Zip

LEGAL STATUS OF CONTRACTOR
- ☐ Sole Proprietor
- ☐ Non-Profit Corporation
- ☐ For-Profit Corporation
- ☒ Partnership
- ☐ Government Agency

Contact Person Caleb Moore Phone #253-306-2875 Email caleb.moore@grainger.com
Vendor #VC0000102434 Commodity Code #67015, 45024, 44582

2. CONTRACT PORTFOLIO NAME: Building Maintenance, Repair, and Operation Supplies

3. PROCUREMENT: This contract is entered into as a result of Solicitation #AS24-85.

4. CONTRACT PERIOD: Effective Date: 07/01/2024 Termination Date: 06/30/2029 unless terminated early or extended in accordance with the terms and conditions of this contract. Renewal options (if any): none.

5. Prompt Payment Discount (if any): n/a. Discount Guarantee Period (if any): term of the contract.

6. Administrative Fee, as described in the Solicitation and Attachment A: 1.0.

7. ATTACHMENT A: State of Utah Standard Terms and Conditions for ☒ Goods ☒ Services, or ☐ IT
ATTACHMENT B: Scope of Work
ATTACHMENT C: Discount Categories
Any conflicts between Attachment A and the other Attachments will be resolved in favor of Attachment A.

9. DOCUMENTS INCORPORATED INTO THIS CONTRACT BY REFERENCE BUT NOT ATTACHED:
   a. All other governmental laws, regulations, or actions applicable to the goods and/or services authorized by this contract.
   b. Utah State Procurement Code, Procurement Rules, the Solicitation, and Contractor's response to the Solicitation.

10. Each person signing this Agreement represents and warrants that he/she is duly authorized and has legal capacity to execute and deliver this Agreement and bind the parties hereto. Each signatory represents and warrants to the other that the execution and delivery of the Agreement and the performance of each party's obligations hereunder have been duly authorized and that the Agreement is a valid and legal agreement binding on the parties and enforceable in accordance with its terms.
IN WITNESS WHEREOF, the parties sign and cause this contract to be executed. Notwithstanding verbal or other representations by the parties, the "Effective Date" of this Contract shall be the date provided within Section 4 above.

CONTRACTOR

Digitally signed by Caleb Moore
Date: 2024.06.28 13:15:00 -06'00'

Contractor's Signature

Caleb Moore — Print Name
Government Sales Manager — Title
6/28/2024 — Date

STATE

DocuSigned by:
Cherilyn Hess
8F4EFDF4CD1A44E...

Director, Division of Purchasing

6/28/2024
Date

Contract Manager can be found at www.statecontracts.utah.gov on the contract landing page.

(Revised 11/15/2023)

ATTACHMENT A: STATE OF UTAH STANDARD TERMS AND CONDITIONS FOR GOODS AND SERVICES

Changes to: 3, 10, 17, 18, 21, 22, 29, and 30

1. **DEFINITIONS:** The following terms shall have the meanings set forth below:
   a) "**Confidential Information**" means information that is deemed as confidential under applicable state and federal laws, including personal information. The Eligible User reserves the right to identify, during and after this Contract, additional reasonable types of categories of information that must be kept confidential under federal and state laws.
   b) "**Contract**" means the Contract Signature Page(s), including all referenced attachments and documents incorporated by reference. The term "Contract" shall include any purchase orders that result from this Contract.
   c) "**Contract Signature Page(s)**" means the State of Utah cover page(s) that the Division and Contractor signed.
   d) "**Contractor**" means the individual or entity delivering the Procurement Item identified in this Contract. The term "Contractor" shall include Contractor's agents, officers, employees, and partners.
   e) "**Custom Deliverable**" means the Work Product that Contractor is required to deliver to the Eligible User under this Contract.
   f) "**Division**" means the Division of Purchasing and General Services.
   g) "**Eligible User(s)**" means those authorized to use State Cooperative Contracts and includes the State of Utah's government departments, institutions, agencies, political subdivisions (e.g., colleges, school districts, counties, cities, etc.), and, as applicable, nonprofit organizations, agencies of the federal government, or any other entity authorized by the laws of the State of Utah to participate in State Cooperative Contracts.
   h) "**End User Agreement**" means any agreement that Eligible Users are required to sign in order to participate in this Contract, including an end user agreement, customer agreement, memorandum of understanding, statement of work, lease agreement, service level agreement, or any other named separate agreement.
   i) **"Procurement Item"** means a supply, a service, Custom Deliverable, construction, or technology that Contractor is required to deliver to the Eligible User under this Contract.
   j) "**Response**" means the Contractor's bid, proposals, quote, or any other document used by the Contractor to respond to the Solicitation.
   k) "**Solicitation**" means an invitation for bids, request for proposals, notice of a sole source procurement, request for statement of qualifications, request for information, or any document used to obtain bids, proposals, pricing, qualifications, or information for the purpose of entering into this Contract.
   l) "**State of Utah**" means the State of Utah, in its entirety, including its institutions, agencies, departments, divisions, authorities, instrumentalities, boards, commissions, elected or appointed officers, employees, agents, and authorized volunteers.
   m) "**Subcontractors**" means a person under contract with a contractor or another subcontractor to provide services or labor for design or construction, including a trade contractor or specialty contractor.
   n) "**Work Product**" means every invention, modification, discovery, design, development, customization, configuration, improvement, process, software program, work of authorship, documentation, formula, datum, technique, know how, secret, or intellectual property right whatsoever or any interest therein (whether patentable or not patentable or registerable under copyright or similar statutes or subject to analogous protection) that is specifically made, conceived, discovered, or reduced to practice by Contractor or Contractor's Subcontractors (either alone or with others) pursuant to this Contract. Work Product shall be considered a work made for hire under federal, state, and local laws; and all interest and title shall be transferred to and owned by the Eligible User. Notwithstanding anything in the immediately preceding sentence to the contrary, Work Product does not include any Eligible User intellectual property, Contractor's intellectual property (that it owned or licensed prior to this Contract) or Third Party intellectual property.
2. **GOVERNING LAW AND VENUE:** This Contract shall be governed by the laws, rules, and regulations of the State of Utah. Any action or proceeding arising from this Contract shall be brought in a court of competent jurisdiction in the State of Utah. Venue shall be in Salt Lake City, in the Third Judicial District Court for Salt Lake County.
3. **LAWS AND REGULATIONS:** At all times during this Contract, Contractor and all Procurement Items delivered and/or performed under this Contract will comply with all applicable federal and state constitutions, laws, rules, codes, orders, and regulations, including applicable licensure and certification requirements. If this Contract is funded by federal funds, either in whole or in part, then any federal regulation related to the federal funding, including CFR Appendix II to Part 200, will supersede this Attachment A. If Eligible User intends to procure items with federal funds, it shall provide Contractor notice of such intent within a reasonable time of ordering the items.
4. **RECORDS ADMINISTRATION:** Contractor shall maintain or supervise the maintenance of all records necessary to properly account for Contractor's performance and the payments made by Eligible Users to Contractor under this Contract. These records shall be retained by Contractor for at least six (6) years after final payment, or until all audits initiated within the six (6) years have been completed, whichever is later. Contractor agrees to allow, at no additional cost, State of Utah auditors, federal auditors, Eligible Users or any firm identified by the Division, access to all such records. Contractor must refund to the Division any overcharges brought to Contractor's attention by the Division or the Division's auditor and Contractor is not permitted to offset identified overcharges by alleged undercharges to Eligible Users.
5. **PERMITS:** If necessary Contractor shall procure and pay for all permits, licenses, and approvals necessary for the execution of this Contract.
6. **CERTIFY REGISTRATION AND USE OF EMPLOYMENT "STATUS VERIFICATION SYSTEM":** The Status Verification System, also referred to as "E-verify", only applies to contracts issued through a Request for Proposal process, to sole sources that are included within a Request for Proposal, and when Contractor employs any personnel in Utah.

a. Contractor certifies as to its own entity, under penalty of perjury, that Contractor has registered and is participating in the Status Verification System to verify the work eligibility status of Contractor's new employees that are employed in the State of Utah in accordance with applicable immigration laws.

b. Contractor shall require that each of its Subcontractors certify by affidavit, as to their own entity, under penalty of perjury, that each Subcontractor has registered and is participating in the Status Verification System to verify the work eligibility status of Subcontractor's new employees that are employed in the State of Utah in accordance with applicable immigration laws.

c. Contractor's failure to comply with this section will be considered a material breach of this Contract.

7. **CONFLICT OF INTEREST:** Contractor represents that none of its officers or employees are officers or employees of the Division or the State of Utah, unless disclosure has been made to the Division.

8. **INDEPENDENT CONTRACTOR:** Contractor and Subcontractors, in the performance of this Contract, shall act in an independent capacity and not as officers or employees or agents of the Division or the State of Utah.

9. **CONTRACTOR RESPONSIBILITY:** Contractor is solely responsible for fulfilling the contract, with responsibility for all Procurement Items delivered and/or performed as stated in this Contract. Contractor shall be the sole point of contact regarding all contractual matters. Contractor must incorporate Contractor's responsibilities under this Contract into every subcontract with its Subcontractors that will provide the Procurement Item(s) to the Eligible Users under this Contract. Moreover, Contractor is responsible for its Subcontractors compliance under this Contract.

10. **INDEMNITY:** Contractor shall be fully liable for the actions of its agents, employees, officers, partners, and Subcontractors, and shall fully indemnify, defend, and save harmless the Division, the Eligible Users and the State of Utah from all third-party claims, losses, suits, actions, damages, and costs of every name and description arising out of Contractor's performance of this Contract to the extent caused by any intentional wrongful act or negligence of Contractor, its agents, employees, officers, partners, or Subcontractors, without limitation; provided, however, that the Contractor shall not indemnify for that portion of any claim, loss, or damage arising hereunder due to the fault of an Eligible User. The parties agree that if there are any limitations of the Contractor's liability, including a limitation of liability clause for anyone for whom the Contractor is responsible, such limitations of liability will not apply to injuries to persons, including death, or to damages to property.

11. **EMPLOYMENT PRACTICES:** Contractor agrees to abide by the following federal and state employment laws, including: (i) Title VI and VII of the Civil Rights Act of 1964 (42 U.S.C. 2000e), which prohibits discrimination against any employee or applicant for employment or any applicant or recipient of services on the basis of race, religion, color, or national origin; (ii) Executive Order No. 11246, as amended, which prohibits discrimination on the basis of sex; (iii) 45 CFR 90, which prohibits discrimination on the basis of age; (iv) Section 504 of the Rehabilitation Act of 1973, or the Americans with Disabilities Act of 1990, which prohibits discrimination on the basis of disabilities; and (v) Utah's Executive Order 2019-1, dated February 5, 2019, which prohibits unlawful harassment in the workplace. Contractor further agrees to abide by any other laws, regulations, or orders that prohibit the discrimination of any kind by any of Contractor's employees. Contractor agrees to abide by any other laws, regulations, or orders that prohibit the discrimination of any kind by any of Contractor's employees.

12. **AMENDMENTS:** This Contract may only be amended by the mutual written agreement of the parties, provided that the amendment is within the Scope of Work of this Contract and is within the scope/purpose of the original solicitation for which this Contract was derived. The amendment will be attached and made part of this Contract. Automatic renewals will not apply to this Contract, even if listed elsewhere in this Contract.

13. **DEBARMENT:** Contractor certifies that it is not presently nor has ever been debarred, suspended, proposed for debarment, or declared ineligible by any governmental department or agency, whether international, national, state, or local. Contractor must notify the Division within thirty (30) days if debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in any contract by any governmental entity during this Contract.

14. **TERMINATION:** This Contract may be terminated, with cause by either party, in advance of the specified expiration date, upon written notice given by the other party. The party in violation will be given ten (10) days after written notification to correct and cease the violations, after which this Contract may be terminated for cause immediately and subject to the remedies below. This Contract may also be terminated without cause (for convenience), in advance of the specified expiration date, by the Division, upon thirty (30) days written termination notice being given to the Contractor. The Division and the Contractor may terminate this Contract, in whole or in part, at any time, by mutual agreement in writing.

    On termination of this Contract, all accounts and payments will be processed according to the financial arrangements set forth herein for approved and conforming Procurement Items ordered prior to date of termination. In no event shall the Eligible Users be liable to the Contractor for compensation for any Procurement Item neither requested nor accepted by an Eligible User. In no event shall the Division's exercise of its right to terminate this Contract for convenience relieve the Contractor of any liability to the Eligible Users for any damages or claims arising under this Contract.

15. **NONAPPROPRIATION OF FUNDS, REDUCTION OF FUNDS, OR CHANGES IN LAW:** Upon thirty (30) days written notice delivered to the Contractor, a purchase order that results from this Contract may be terminated in whole or in part at the sole discretion of an Eligible User, if an Eligible User reasonably determines that: (i) a change in Federal or State legislation or applicable laws materially affects the ability of either party to perform under the terms of this Contract; or (ii) that a change in available funds affects an Eligible User's ability to pay under this Contract. A change of available funds as used in this paragraph includes, but is not limited to a change in Federal or State funding, whether as a result of a legislative act or by order of the President or the Governor.

    If a written notice is delivered under this section, an Eligible User will reimburse Contractor for the Procurement Item(s) properly ordered and/or properly performed until the effective date of said notice. An Eligible User will not be liable for any performance, commitments, penalties, or liquidated damages that accrue after the effective date of said written notice.

16. **SALES TAX EXEMPTION:** The Procurement Item(s) under this Contract will be paid for from an Eligible User's funds and used in the exercise of an Eligible Users essential functions. Upon request, an Eligible User will provide Contractor with its sales tax exemption number. It is Contractor's responsibility to request an Eligible User's sales tax exemption number. It also is Contractor's sole responsibility to ascertain whether any tax deduction or benefits apply to any aspect of this Contract.

17. **WARRANTY OF PROCUREMENT ITEM(S):** Contractor warrants, represents and conveys full ownership and clear title, free of all liens and encumbrances, to the Procurement Item(s) delivered to an Eligible User under this Contract. Contractor warrants for a period of one (1) year that: (i) the Procurement Item(s) perform according to all specific claims that Contractor made in its Response; (ii) the Procurement Item(s) are suitable for the ordinary purposes for which such Procurement Item(s) are used; (iii) the Procurement Item(s) are suitable for any special purposes identified in the Contractor's Response; (iv) the Procurement Item(s) are designed and manufactured in a commercially reasonable manner; (v) the Procurement Item(s) are manufactured and in all other respects create no harm to persons or property; and (vi) the Procurement Item(s) are free of defects. Unless otherwise mutually agreed upon, all Procurement Item(s) provided shall be new and unused of the latest model or design.

    Remedies available to an Eligible User under this section include, but are not limited to, the following: Contractor at its option will repair or replace Procurement Item(s) at no charge to the Eligible User within ten (10) days of any written notification, or as otherwise mutually agreed upon, informing Contractor of the Procurement Items not performing as required under this Contract. If the repaired and/or replaced Procurement Item(s) prove to be inadequate, or fail its essential purpose, Contractor will refund the full amount of any payments that have been made. Nothing in this warranty will be construed to limit any rights or remedies an Eligible User may otherwise have under this Contract.

18. **CONTRACTOR'S INSURANCE RESPONSIBILITY**. The Contractor shall maintain the following insurance coverage:
    a. Workers' compensation insurance during the term of this Contract for all its employees and any Subcontractor employees related to this Contract. Workers' compensation insurance shall cover full liability under the workers' compensation laws of the jurisdiction in which the work is performed at the statutory limits required by said jurisdiction.
    b. Commercial general liability [CGL] insurance from an insurance company authorized to do business in the State of Utah. The limits of the CGL insurance policy will be no less than one million dollars ($1,000,000.00) per person per occurrence and three million dollars ($3,000,000.00) aggregate.
    c. Commercial automobile liability [CAL] insurance from an insurance company authorized to do business in the State of Utah. The CAL insurance policy must cover bodily injury and property damage liability and be applicable to all vehicles used in your performance of Services under this Agreement whether owned, non-owned, leased, or hired. The minimum liability limit must be $1 million per occurrence, combined single limit. The CAL insurance policy is required if Contractor will use a vehicle in the performance of this Contract.
    d. Other insurance policies required in the Solicitation, provided Contractor is given written notice of any new insurance requirement and is afforded a reasonable amount of time to comply.

    Certificate of Insurance, showing up-to-date coverage, shall be on file with the State before the Contract may commence.

    The State reserves the right to require higher or lower insurance limits where warranted. Failure to provide proof of insurance as required will be deemed a material breach of this Contract. Contractor's failure to maintain this insurance requirement for the term of this Contract will be grounds for immediate termination of this Contract.

19. **RESERVED**.

20. **PUBLIC INFORMATION:** Contractor agrees that this Contract, related purchase orders, related pricing documents, and invoices will be public documents and may be available for public and private distribution in accordance with the State of Utah's Government Records Access and Management Act (GRAMA). Contractor gives the Division, the Eligible Users, and the State of Utah express permission to make copies of this Contract, related sales orders, related pricing documents, and invoices in accordance with GRAMA. Except for sections identified in writing by Contractor and expressly approved by the Division, Contractor also agrees that the Contractor's Response will be a public document, and copies may be given to the public as permitted under GRAMA. The Division, the Eligible Users, and the State of Utah are not obligated to inform Contractor of any GRAMA requests for disclosure of this Contract, related purchase orders, related pricing documents, or invoices.

21. **DELIVERY:** All deliveries under this Contract will be F.O.B. destination. Standard ground freight shipments are paid by Contractor on all Catalog Product orders. All other freight charges (non-standard) imposed by the freight carrier related to the shipment & shipments such as oversize, special handling, expedited or hazmat are paid by the Eligible User. In all instances, additional shipping charges shall be presented to the Eligible User prior to purchase. Responsibility and liability for loss or damage will remain with Contractor until final inspection and acceptance when responsibility will pass to an Eligible User, except as to latent defects or fraud. Contractor shall strictly adhere to the delivery and completion schedules specified in this Contract.

22. **ACCEPTANCE AND REJECTION:** An Eligible User shall have thirty (30) days after delivery of the Procurement Item(s) to perform an inspection of the Procurement Item(s) to determine whether the Procurement Item(s) conform to the standards specified in the Solicitation and this Contract prior to acceptance of the Procurement Item(s) by the Eligible User.

    If Contractor delivers nonconforming Procurement Item(s), an Eligible User may, at its option and following consultation with Contractor, and at Contractor's expense: (i) return the Procurement Item(s)m within thirty (30) days after delivery, for a full

refund; (ii) require Contractor to promptly correct or replace the nonconforming Procurement Item(s); or (iii) obtain replacement Procurement Item(s) from another source, subject to Contractor being responsible for any cover costs. Contractor's liability is limited to the cost of the product or service that gave rise to this claim.Contractor shall not redeliver corrected or rejected Procurement Item(s) without: first, disclosing the former rejection or requirement for correction; and second, obtaining written consent of the Eligible User to redeliver the corrected Procurement Item(s). Contractor, at its option, will repair, replace, or otherwise correct and deliver nonconforming Procurement Item(s) in accordance with and shall be subject to the terms of this Contract.

23. **INVOICING:** Contractor will submit invoices within thirty (30) days after the delivery date of the Procurement Item(s) to the Eligible User. The contract number shall be listed on all invoices, freight tickets, and correspondence relating to this Contract. The prices paid by the Eligible User will be those prices listed in this Contract, unless Contractor offers a discount at the time of the invoice. It is Contractor's obligation to provide correct and accurate invoicing. The Eligible User has the right to adjust or return any invoice reflecting incorrect pricing.

24. **PAYMENT:** Payments are to be made within thirty (30) days after a correct invoice is received. All payments to Contractor will be remitted by mail, electronic funds transfer, or the State of Utah's Purchasing Card (major credit card). If payment has not been made after sixty (60) days from the date a correct invoice is received by an Eligible User, then interest may be added by Contractor as prescribed in the Utah Prompt Payment Act. The acceptance by Contractor of final payment, without a written protest filed with the Eligible User within ten (10) business days of receipt of final payment, shall release the Eligible User from all claims and all liability to the Contractor. An Eligible User's payment for the Procurement Item(s) and/or Services shall not be deemed an acceptance of the Procurement Item(s) and is without prejudice to any and all claims that the Eligible User may have against Contractor. Contractor shall not charge Eligible Users electronic payment fees of any kind.

25. **INDEMNIFICATION RELATING TO INTELLECTUAL PROPERTY:** Contractor will indemnify and hold the Division, the Eligible Users, and the State of Utah harmless from and against any and all damages, expenses (including reasonable attorneys' fees), claims, judgments, liabilities, and costs in any action or claim brought against the Division, the Eligible User, or the State of Utah for infringement of a third party's copyright, trademark, trade secret, or other proprietary right. The parties agree that if there are any limitations of Contractor's liability, such limitations of liability will not apply to this section.

26. **OWNERSHIP IN INTELLECTUAL PROPERTY:** The Division, the Eligible User, and Contractor each recognizes that each has no right, title, or interest, proprietary or otherwise, in the intellectual property owned or licensed by the other, unless otherwise agreed upon by the parties in writing. All Procurement Item(s), documents, records, programs, data, articles, memoranda, and other materials not developed or licensed by Contractor prior to the execution of this Contract, but specifically manufactured under this Contract shall be considered work made for hire, and Contractor shall transfer any ownership claim to the Eligible User.

27. **OWNERSHIP IN CUSTOM DELIVERABLES**: In the event that Contractor provides Custom Deliverables to the Eligible User, pursuant to this Contract, Contractor grants the ownership in Custom Deliverables, which have been developed and delivered by Contractor exclusively for the Eligible User and are specifically within the framework of fulfilling Contractor's contractual obligations under this contract. Custom Deliverables shall be deemed work made for hire, such that all intellectual property rights, title and interest in the Custom Deliverables shall pass to the Eligible User, to the extent that the Custom Deliverables are not recognized as work made for hire, Contractor hereby assigns to the Eligible User any and all copyrights in and to the Custom Deliverables, subject to the following:

    1. Contractor has received payment for the Custom Deliverables,

    2. Each party will retain all rights to patents, utility models, mask works, copyrights, trademarks, trade secrets, and any other form of protection afforded by law to inventions, models, designs, technical information, and applications ("Intellectual Property Rights") that it owned or controlled prior to the effective date of this contract or that it develops or acquires from activities independent of the services performed under this contract ("Background IP"), and

    3. Contractor will retain all right, title, and interest in and to all Intellectual Property Rights in or related to the services, or tangible components thereof, including but not limited to (a) all know-how, intellectual property, methodologies, processes, technologies, algorithms, software, or development tools used in performing the Services (collectively, the "Utilities"), and (b) such ideas, concepts, know-how, processes and reusable reports, designs, charts, plans, specifications, documentation, forms, templates, or output which are supplied or otherwise used by or on behalf of Contractor in the course of performing the Services or creating the Custom Deliverables, other than portions that specifically incorporate proprietary or Confidential Information or Custom Deliverables of the Eligible User (collectively, the "Residual IP"), even if embedded in the Custom Deliverables.

    4. Custom Deliverables, not including Contractor's Intellectual Property Rights, Background IP, and Residual IP, may not be marketed or distributed without written approval by the Eligible User.

    Contractor agrees to grant to the Eligible User a perpetual, irrevocable, royalty-free license to use Contractor's Background IP, Utilities, and Residual IP, as defined above, solely for the Eligible User and the State of Utah to use the Custom Deliverables. The Eligible User reserves a royalty-free, nonexclusive, and irrevocable license to reproduce, publish, or otherwise use and to authorize others to use, for the Eligible User's and the State of Utah's internal purposes, such Custom Deliverables. For the Goods delivered that consist of Contractor's scripts and code and are not considered Custom Deliverables or Work Product, for any reason whatsoever, Contractor grants the Eligible User a non-exclusive, non-transferable, irrevocable, perpetual right to use, copy, and create derivative works from such, without the right to sublicense, for the Eligible User's and the State of Utah's internal business operation under this Contract. The Eligible User and the State of Utah may not participate in the transfer or sale of, create derivative works from, or in any way exploit Contractor's Intellectual Property Rights, in whole or in part.

28. **ASSIGNMENT:** Contractor may not assign, sell, transfer, subcontract or sublet rights, or delegate any right or obligation under this Contract, in whole or in part, without the prior written approval of the Division.

29. **REMEDIES:** Any of the following events will constitute cause for an Eligible User to declare Contractor in default of this Contract: (i) Contractor's non-performance of its contractual requirements and obligations under this Contract; or (ii) Contractor's material breach of any term or condition of this Contract. An Eligible User may issue a written notice of default providing a ten (10) day period in which Contractor will have an opportunity to cure. Time allowed for cure will not diminish or eliminate Contractor's liability for damages. If the default remains after Contractor has been provided the opportunity to cure, an Eligible User may do one or more of the following: (i) exercise any remedy provided by law or equity; (ii) terminate this Contract; (iii) debar/suspend Contractor from receiving future contracts from the Division; or (iv) demand a full refund of any payment that the Eligible User has made to Contractor under this Contract for Procurement Item(s) that do not conform to this Contract.

30. **FORCE MAJEURE:** Neither an Eligible User nor Contractor will be held responsible for delay or default caused by fire, riot, act of God, and/or war which is beyond that party's reasonable control. An Eligible User may terminate a purchase order resulting from this Contract after determining such delay will prevent Contractor's successful performance of this Contract.

31. **CONFIDENTIALITY:** If Confidential Information is disclosed to Contractor, Contractor shall: (i) advise its agents, officers, employees, partners, and Subcontractors of the obligations set forth in this Contract; (ii) keep all Confidential Information strictly confidential; and (iii) not disclose any Confidential Information received by it to any third parties. Contractor will promptly notify an Eligible User of any potential or actual misuse or misappropriation of Confidential Information.

    Contractor shall be responsible for any breach of this duty of confidentiality, including any required remedies and/or notifications under applicable law. Contractor shall indemnify, hold harmless, and defend the Eligible User, including anyone for whom the Eligible User is liable, from claims related to a breach of this duty of confidentiality, including any notification requirements, by Contractor or anyone for whom the Contractor is liable.

    Upon termination or expiration of this Contract, Contractor will return all copies of Confidential Information to the Eligible User or certify, in writing, that the Confidential Information has been destroyed. This duty of confidentiality shall be ongoing and survive the termination or expiration of this Contract.

32. **LARGE VOLUME DISCOUNT PRICING:** Eligible Users may seek to obtain additional volume discount pricing for large orders provided Contractor is willing to offer additional discounts for large volume orders. No amendment to this Contract is necessary for Contractor to offer discount pricing to an Eligible User for large volume purchases.

33. **ELIGIBLE USER PARTICIPATION:** Participation under this Contract by Eligible Users is voluntarily determined by each Eligible User. Contractor agrees to supply each Eligible User with Procurement Items based upon the same terms, conditions, and prices of this Contract.

34. **INDIVIDUAL CUSTOMERS:** Each Eligible User that purchases Procurement Items from this Contract will be treated as individual customers. Each Eligible User will be responsible to follow the terms and conditions of this Contract. Contractor agrees that each Eligible User will be responsible for their own charges, fees, and liabilities. Contractor shall apply the charges to each Eligible User individually. The Division is not responsible for any unpaid invoice.

35. **REPORTS AND FEES:**

    a. Administrative Fee: Contractor agrees to provide a quarterly administrative fee to the State in the form of a check,EFT or online payment through the Division's Automated Vendor Usage Management System. Checks will be payable to the "State of Utah Division of Purchasing" and will be sent to State of Utah, Division of Purchasing, Attn: Cooperative Contracts, PO Box 141061, Salt Lake City, UT 84114-1061. The Administrative Fee will be the amount listed in the Solicitation and will apply to all purchases (net of any returns, credits, non-standard additional freight charges, if any, or adjustments) made under this Contract.

    b. Quarterly Reports**:** Contractor agrees to provide a quarterly utilization report, reflecting net sales to the State during the associated fee period. The report will show the dollar volume of purchases by each Eligible User. The quarterly report will be provided in secure electronic format through the Division's Automated Vendor Usage Management System found at: https://statecontracts.utah.gov/Vendor**.**.

    c. Report Schedule: Quarterly utilization reports shall be made in accordance with the following schedule:

Period End	Reports Due
March 31	April 30
June 30	July 31
September 30	October 31
December 31	January 31

    d. Fee Payment: After the Division receives the quarterly utilization report, it will send Contractor an invoice for the total quarterly administrative fee owed to the Division. Contractor shall pay the quarterly administrative fee within thirty (30) days from receipt of invoice.

    e. Timely Reports and Fees: If the quarterly administrative fee is not paid by thirty (30) days of receipt of invoice or quarterly utilization reports are not received by the report due date, then Contractor will be in material breach of this Contract.

36. **ORDERING**: Orders will be placed by the using Eligible User directly with Contractor. All orders will be shipped promptly in accordance with the terms of this Contract.

37. **END USER AGREEMENTS**: If Eligible Users are required by Contractor to sign an End User Agreement before participating in this Contract, then a copy of the End User Agreement must be attached to this Contract as an attachment. The term of the End User Agreement shall not exceed the term of this Contract, and the End User Agreement will automatically terminate upon the completion of termination of this Contract. An End User Agreement must reference this Contract, and may not be amended or changed unless approved in writing by the Division. Eligible Users will not be responsible or obligated for any early termination fees if the End User Agreement terminates as a result of completion or termination of this Contract.

38. **PUBLICITY:** Contractor shall submit to the Division for written approval all advertising and publicity matters relating to this Contract. It is within the Division's sole discretion whether to provide approval, which approval must be in writing.

39. **WORK ON STATE OF UTAH OR ELIGIBLE USER PREMISES**: Contractor shall ensure that personnel working on the premises of an Eligible User shall: (i) abide by all of the rules, regulations, and policies of the premises; (ii) remain in authorized areas; (iii) follow all instructions; and (iv) be subject to a background check, prior to entering the premises. The Eligible User may remove any individual for a violation hereunder.

40. **CONTRACT INFORMATION:** During the duration of this Contract the State of Utah Division of Purchasing is required to make available contact information of Contractor to the State of Utah Department of Workforce Services. The State of Utah Department of Workforce Services may contact Contractor during the duration of this Contract to inquire about Contractor's job vacancies within the State of Utah.

41. **WAIVER:** A waiver of any right, power, or privilege shall not be construed as a waiver of any subsequent right, power, or privilege.

42. **SUSPENSION OF WORK:** Should circumstances arise which would cause an Eligible User to suspend Contractor's responsibilities under this Contract, but not terminate this Contract, this will be done by formal written notice pursuant to the terms of this Contract. Contractor's responsibilities may be reinstated upon advance formal written notice from the Eligible User.

43. **PROCUREMENT ETHICS:** Contractor understands that a person who is interested in any way in the sale of any supplies, services, construction, or insurance to the State of Utah is violating the law if the person gives or offers to give any compensation, gratuity, contribution, loan, reward, or any promise thereof to any person acting as a procurement officer on behalf of the State of Utah, or to any person in any official capacity who participates in the procurement of such supplies, services, construction, or insurance, whether it is given for their own use or for the use or benefit of any other person or organization.

44. **CHANGES IN SCOPE**: Any changes in the scope of the services to be performed under this Contract shall be in the form of a written amendment to this Contract, mutually agreed to and signed by both parties, specifying any such changes, fee adjustments, any adjustment in time of performance, or any other significant factors arising from the changes in the scope of services.

45. **ATTORNEY'S FEES:** In the event of any judicial action to enforce rights under this Contract, the prevailing party shall be entitled its costs and expenses, including reasonable attorney's fees incurred in connection with such action.

46. **TRAVEL COSTS:** If travel expenses are permitted by the Solicitation All travel costs associated with the delivery of Services under this Contract will be paid according to the rules and per diem rates found in the Utah Administrative Code R25-7. Invoices containing travel costs outside of these rates will be returned to the vendor for correction.

47. **PERFORMANCE EVALUATION**: The Division may conduct a performance evaluation of Contractor, including Contractor's Subcontractors. Results of any evaluation may be made available to Contractor upon request.

48. **STANDARD OF CARE**: The services performed by Contractor and its Subcontractors shall be performed in accordance with the standard of care exercised by licensed members of their respective professions having substantial experience providing similar services which similarities include the type, magnitude, and complexity of the services that are the subject of this Contract. Contractor shall be liable to the Eligible User for claims, liabilities, additional burdens, penalties, damages, or third party claims (e.g., another Contractor's claim against the State of Utah), to the extent caused by wrongful acts, errors, or omissions that do not meet this standard of care.

49. **REVIEWS:** The Division reserves the right to perform plan checks, plan reviews, other reviews, and/or comment upon the services of Contractor. Such reviews do not waive the requirement of Contractor to meet all of the terms and conditions of this Contract.

50. **DISPUTE RESOLUTION:** Prior to either party filing a judicial proceeding, the parties agree to participate in the mediation of any dispute. The Division or an Eligible User, after consultation with Contractor, may appoint an expert or panel of experts to assist in the resolution of a dispute. If the Division or an Eligible User appoints such an expert or panel, the Division or the Eligible User and Contractor agree to cooperate in good faith in providing information and documents to the expert or panel in an effort to resolve the dispute.

51. **ORDER OF PRECEDENCE:** In the event of any conflict in the terms and conditions in this Contract, the order of precedence shall be: (i) this Attachment A; (ii) Contract Signature Page(s); (iii) the State of Utah's additional terms and conditions, if any; (iv) any other attachment listed on the Contract Signature Page(s); and (v) Contractor's terms and conditions that are attached to this Contract, if any. Any provision attempting to limit the liability of Contractor or limit the rights of an Eligible User, the Division, or the State of Utah must be in writing and attached to this Contract or it is rendered null and void.

52. **SURVIVAL OF TERMS:** Termination or expiration of this Contract shall not extinguish or prejudice Eligible Users' right to enforce this Contract with respect to any default of this Contract or defect in the Procurement Item(s) that has not been cured, or of any of the following clauses, including: Governing Law and Venue, Laws and Regulations, Records Administration, Remedies, Dispute Resolution, Indemnity, Newly Manufactured, Indemnification Relating to Intellectual Property, Warranty of Procurement Item(s), Insurance.
53. **SEVERABILITY:** The invalidity or unenforceability of any provision, term, or condition of this Contract shall not affect the validity or enforceability of any other provision, term, or condition of this Contract, which shall remain in full force and effect.
54. **ERRORS AND OMISSIONS:** Contractor shall not take advantage of any errors and/or omissions in this Contract. The Contractor must promptly notify the Division of any errors and/or omissions that are discovered.
55. **ENTIRE AGREEMENT:** This Contract constitutes the entire agreement between the parties and supersedes any and all other prior and contemporaneous agreements and understandings between the parties, whether oral or written.
56. **PUBLIC CONTRACT BOYCOTT RESTRICTIONS**: In accordance with Utah Code 63G-27-102, vendors contracting with the State to provide any good or service, including supplies, information technology, or construction services, must certify that they are not currently engaged in an "economic boycott" nor a "boycott of the State of Israel" as those terms are defined in Section 102. Vendors must also agree not to engage in either boycott for the duration of this Contract. For example, a vendor may not, without an ordinary business purpose, boycott the State of Israel or boycott companies that (1) engage in activities related to traditional energy, mining, agriculture; (2) engage in the manufacture, distribution, sale, or use of firearms; (3) do not meet environmental standards beyond applicable state and federal laws; or (4) do not facilitate access to abortion or sex characteristic surgeries. Accordingly, Contractor certifies that it is not currently engaged in either an economic boycott or a boycott of the State of Israel, or both. Contractor also certifies that it will not engage in such boycotts during the term of this Contract. If Contractor does engage in either such boycott, or both, it shall promptly notify the State in writing.

(Revision Date: 6/8/2023)

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Attachment B: Scope of Work

Building Supplies (MRO)

1. Ordering

Contractor shall supply items in all awarded categories listed in Attachment C Contract Category Discounts. Orders will be placed directly with the Contractor by the Eligible Users. The Contractor will ship and invoice in accordance with the terms. The Eligible User will remit payment directly to Contractor.

Eligible Users can order in the following ways:

- Online through Grainger.com (Grainger Landing Page)
- The Grainger mobile app (available in the App Store and Google Play)
- Toll-free phone
- Email
- Online chat
- KeepStock® Inventory Management Solutions
- In-person in a Contractor Branch
- Account Management Team
- eProcurement EDI, XMLAll

Contractor offers a general catalog discount of 5% on all catalog items outside of the awarded category items. Volatile commodities may be excluded.

2. Delivery Requirements

Delivery is required within 1-10 calendar days, or otherwise agreed upon by the parties. Products shall be delivered as requested on the purchase order. **No delivery/shipping fees will be charged on standard ground freight shipments. All other freight charges ("non-standard freight charges") imposed by the freight carrier related to the shipment & shipments such as oversize, special handling, expedited or hazmat are paid by the Eligible User. The non-standard freight charges will be quoted/presented to the Eligible User and agreed upon prior to the order being shipped.**

Shipments shall be F.O.B. destination freight prepaid. The Contractor shall retain title and risk of loss until products are delivered and the contract of coverage has been completed. All risk of transportation and all related charges shall be the responsibility of the Contractor. All claims for visible or concealed damage shall be filed by the Contractor. The State will notify the Contractor promptly of any damaged goods and shall assist the Contractor in arranging for inspection. Any replacement items will be free of charge and no shipping/delivery fees assessed.

The cost to replace or repair products damaged during transportation and delivery will be the responsibility of the Contractor.

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Contractor shall provide the State with a monthly Customer Service Level Scorecard that presents the following Key Performance Indicators (KPIs) no later than fifteen (15) calendar days following the end of each Contract month:

- On Time Delivery
- Fill Rate
- Complete Shipment Rate
- Product Accuracy
- Invoice Accuracy

3. Procurement Card Policy

P-Card Policy: The Contractor accepts all types of VISA, MasterCard, Discover, and American Express cards.

4. Customer Service Representatives and Locations

Grainger Team	Hours of Operation
Customer Support Center (phone & email)	24/7 Monday - Sunday
Online Chat	Monday – Friday 6am – 7pm CST
Grainger Branch Personnel (Customer walk-in)	Monday – Friday, 8am – 5pm within respective US time zones. Hours may vary per specific branch.
Government Sales Team Members	Monday – Friday, 7am – 5pm within respective US time zones 24/7 support during emergencies
Technical Product Support	Monday – Friday 7am – 7pm Central Time Zone
Grainger.com	Order processing available 24/7
Emergency Services Hotline	24/7, 7 days a week

After Hours Support: Should a critical product be needed after standard U.S. branch business hours, the eligible user can call 800-CALL-WWG (1-800-225-5994) toll-free. Contractor's after-hours service works in the following manner:

1. A Customer Support representative from a U.S.-based Customer Service Center answers the call

2. The Customer Support representative will collaborate with a local Contractor branch employee

3. The branch employee will contact the eligible user within 60 minutes of the call to arrange to meet at the branch and fulfill the critical order.

Technical Support: A representative must be available for technical support regarding product features and compatibilities during the product warranty period via telephone, in person, or by email. The technical support must be accessible to people with disabilities.

The Contractor's Customer Service encompasses Leadership, Account Managers, Customer Service Associates, Branch Store, and Technical Advisors. All customer service team members

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will have training, expertise, and experience addressing the State of Utah Agreement, including the Contractor product and services lines and product inventory and delivery. Each Contractor Team member providing customer service has access to the State's account holder invoices and records and responsibility to engage further resources companywide to assist the Eligible User.

Team Member Title	# aligned to the State	How They Service the State
Group VP for Government VP for Government	1 1	Oversee and direct preparation of response to the State's RFP, supervise preparation of implementation strategy and direction and coordination of state-wide service to the State's members.
Regional Sales VP, Western Region Government Director	1 1	Lead strategy implementation and service to each State of Utah customer.
Government Sales Manager	1	Primary State Grainger lead implementing and executing Grainger's State of Utah agreement with an emphasis on State partnership and agency engagement. Conduct quarterly business reviews. As needed, determine and execute new purchasing protocols, program rollout across all agency locations including, acquisition control, energy efficiency and sustainability, safety diversity alliance. Ensures contract compliance and education with all sales team members to deliver state-customized solutions.
Government Program Mgr.	1	Works with Public Safety Responder and Emergency Management agencies and departments to understand their unique needs, plans, and processes to protect people and property and respond to and recover from natural and man-made disasters.
District Sales Manager	3	Lead sales strategy and execution for aligned sales team members. Meet with key agency officials to understand agency objectives and requirements. Drive accountability for all Grainger sales team members to understand and improve how we can service NASPO Members more effectively.
Sr. Account Manager Account Manager Government Account Rep Account Relationship Mgr.	1 4 1 4	Provide person-to-person support to individual Members as to critical assistance supporting the agency's mission in context of MRO requirements. Proactively meet with Members to discuss challenges and drive continuous improvement measures.
Local Branch Teams Hill AFB Team	26 2	Across Grainger's 250 US full-service branch locations, averaging 13 employees per location, team members can assist in account matters, technical product support, will call service product purchase or returns and 24/7 emergency support.
Customer Support Team	1,892	Grainger has four U.S.-based Customer Support Centers (Lake Forest, IL, Janesville, WI, Waterloo, IA, and Phoenix, AZ) that help the State customers via phone, email and chat to assist members to: • Help placing orders. • Information on order status (including backorders) and deliveries. • Price information based on the State of Utah's contract. • Detailed product information (including availability, product search, and technical support) • Help with emergency orders. • Product quotes • Assistance around any other State concerns

5. Return Policy and Process

Returns for Contractor products must be made within 1 year from the date of purchase unless otherwise indicated. Returned product(s) must be in original packaging, unused, undamaged, and in saleable condition. Proof of purchase is required. The Contractor will either replace the product or issue a credit for the purchase price. Returns of non-General Catalog items may be subject to a restocking charge. There are no return fees for order related caused by the Contractor.

Returns Process.

Before returning any product, Eligible User should contact Contractor either by logging on to grainger.com/returns or calling Contractor's Customer Care at 1-800-GRAINGER (472-4643). Proof of purchase is required in all cases. If you are shipping the product, please do as follows:

1. Carefully package the item(s) and include the packing slip.

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2. Write the reason for returning the product on your packing slip; if the packing slip is not available, please provide the purchase date, the original invoice number and the item number for the product.
3. Indicate whether you would like a replacement product or a credit.
4. Ship the package to the nearest Grainger branch
5. Please prepay shipping – Contractor does not accept Cash on Delivery (C.O.D.s).
6. For assistance with returns, call Grainger Customer Care at 1-800-GRAINGER (472-4643)

Custom orders are sold on a "Final Sale" basis only. No cancellations, returns, refunds or credits are allowed.

6. Warranty

Contractor must guarantee that all products offered are new, in ongoing production, and/or currently functioning in a user environment. The Contractor ensures that all products are authorized for sale in the United States and have the original manufacturer's serial number, which shall not have been altered in any way.

Satisfaction Guarantee to All Eligible Users.

Eligible User should contact Contractor if not satisfied with a product for any reason. Contractor will promptly provide an exchange or refund if the product is returned within 30 days of date of invoice, with proof of purchase from Contractor.

Limited Warranty.

A. All products sold are warranted by Contractor only to Eligible Users for use in government and not resale.

B. Contractor warrants products against defects in materials and workmanship under normal use for a period of one (1) year after the date of invoice from Contractor, unless otherwise stated. Provided that Contractor accepts the product for return during the limited warranty period, Contractor may, at its option: (i) repair; (ii) replace; or (iii) refund the amount paid by the Eligible User. Eligible User must return the product to the appropriate Contractor branch or authorized service location, as designated by Contractor, shipping costs prepaid. Contractor's repair, replacement, or refund of amounts paid by Eligible User for the product, shall be Eligible User's sole and exclusive remedy.

Warranty Disclaimer and Limitations of Liability.

Except as set forth herein and where applicable, no warranty or affirmation of fact or description, express or implied, is made or authorized by Contractor. Contractor disclaims any express or implied warranties of merchantability, fitness for a particular purpose or noninfringement of intellectual property rights. Contractor also disclaims any liability for claims arising out of product misuse, improper product selection, improper installation, product modification, misrepair or misapplication. Contractor expressly disclaims any liability for consequential, incidental, special, exemplary, or punitive damages to the extent permissible. Contractor's

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liability in all events is limited to the purchase price paid for the product that gives rise to any liability.

Return Policy.

A. Contractor 30-Day Satisfaction Guarantee. You can return your purchase for any reason for exchange or refund up to thirty (30) days from the date of invoice unless otherwise noted. Proof of purchase from Contractor is required for all returns. Contractor's 30-day satisfaction guarantee does not apply to "Line-Item Extension Products" and products sold on a "Final Sale" basis.

B. Returns After 30 Days. Unless otherwise noted, you can also return product for up to one (1) year from date of invoice provided product is in its original packaging, unused, unexpired, undamaged, and in salable condition. Proof of purchase from Contractor is required in all instances. Products sold on a "Final Sale" basis as defined below cannot be returned. "Line-Item Extension Product" (defined below) is subject to the manufacturer's return policy and may not be returnable. Some product returns may be denied or made subject to restocking fees and other charges by Contractor.

C. Final Sale Items. Items sold on a "Final Sale" basis include: (i) Custom items; (ii) purchases made under the Custom Product Center on grainger.com; (iii) special-order items; (iv) emergency response items; (v) items marked in Line-Item Extension Product quotations or invoices as "Non-Cancellable" or "Non-Returnable"; and (vi) any other items that Contractor may designate as a "Final Sale" from time to time.

7. Fee Based and Value Add Services

Contractor can provide additional fee based and value add MRO Line-Item Extension services such as recycling, MRO vending machines, disaster recovery services, access to trade shows and training events, and a wide variety of MRO related solutions. Additional Line-Item Extension services shall be performed by Contractor directly or by Contractor as an authorized distributor of vetted/contract vendors/service providers. A sampling of additional Line-Item Extension services offered by Contractor include, but are not limited to:

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- Software Punch-out Capability
- Installation, Repair, Maintenance & Turnkey Solutions & Services
- Inventory Management Solutions (KeepStock)
- Vendor-Managed Solutions
- Vending Solutions
- Customer-Managed Solutions
- Small Business Programs
- Green / Sustainability Programs
- Training & Education
- Customer Support Services
- Line Item Extensions/Special Order Sourcing
- Online Solution Center
- Consulting Services
- Grainger's Footwear Program
  - Shoemobile Solution
- Grainger's Prescription Eyewear Program
- Emergency Preparedness Services
- KeepStock Fee Based Solutions
- Managed MRO
- KeepStock Organize
- Safety Services and Technical Training
- Energy Services
- Lighting Services
- Facility Services
- Custom Product Center
- Safety In-Field Specialist Assessments

Safety EHS Services: Contractor's Environmental, Health & Safety Services help Eligible Users protect their people, facilities, and the environment. The Contractor provides comprehensive solutions addressing:

- Assessments, audits, studies & testing.
- Preparing specific safety programs, policies and procedures, and implementation plans.
- Training
- Installations, repairs, certifications & permitting\
- Specialty services, such as workshops, and rentals.

Many Safety EHS Service assessments and audits are provided at no additional fee for Eligible Users. The Contractor account manager can assist in determining the scope of work required.

Energy/Sustainability Services: The Contractor can identify and implement a wide range of efficient solutions for Eligible Users to help design and facilitate the installation of energy-saving and water conservation measures.

Facility Services: The Contractor Facilities Services help prolong the life of the Eligible Users building and structures and support safety initiatives. These services keep facilities dry, safe, and sustainable. Services include:

Building Envelope Services

- Roof Restoration: Rooftop Safety Installation and Roof Cleaning
- Façade Services
- Parking Garage Services
- Building Condition Assessments
- Paving Services
- Ceiling Tile Installation/Replacement.

Flooring: Concrete Polishing, Floor Design and Installation, Floor Repairs, and Floor Striping.

Assembly & Installation Services

- Shelving & Racking
- Fencing
- Modular Units - Lab Furniture & Equipment

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The Contractor's Government Program Managers interface with Public Safety Eligible Users to gain an understanding of public safety and emergency preparedness plans. They participate in drills and exercises and work with the Eligible Users during and post-event to assist the Emergency Operations Center (EOC) in their response.

The Contractor's Field Safety Specialists help solve Eligible User's EH&S challenges by providing safety assessments, cost-saving projects, and program standardization strategies. They bring safety and health knowledge to Eligible Users' locations. They can align the right supplier representatives and additional technical resources to help meet product and service needs.

Contract Overview Training: The Contractor will support the Eligible Users in the design and/or deliver tailored training to increase knowledge of the contract and its benefits and effective access to Grainger.com, e-procurement applications, and vending, if applicable.

Online Training: The Contractor also offers online training available 24/7 for no additional fees on the following topics:

• Grainger.com user training
• Sustainability programs such as Site Assessments & ROI calculators
• KnowHow® Resource and Training
• Ask an Expert
• Grainger Safety Solution Center
• Managed Footwear Program

Onsite Supplier Training & Demonstrations (On Site and Off): Contractor's Account Management Team will collaborate with the State's Eligible Users and key suppliers to bring hands-on demonstrations and training to customers for new products or training on usage. Eligible Users are able to leverage a value add session at a supplier site for further education

Direct Technical Support: The Contractor offers direct technical support from knowledgeable field personnel and manufacturers' field representatives from key suppliers who dedicate field resources to work solely with the Contractor's representatives.

The Contractor's in-house 150 team member Technical Product Support (TPS) can answer product-related questions and resolve complex technical issues.

- Ready to help the State's end users pick products, manage installation, troubleshoot, and access suppliers.
- Chosen based on in-depth professional field experience.

Grainger's Field Safety Specialists: These safety professionals help solve Eligible Users' EH&S challenges by providing safety assessments, cost-savings proposals, and program standardization strategies. The safety professionals are strategically positioned across the US to bring safety and health knowledge to the Eligible User's location. They can align the right

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supplier representatives and additional technical resources to help meet the Eligible User's product and services
needs.

Trade Shows & Training: As a Contractor customer, Eligible Users may have access to Contractor hosted trade shows and training events. One such Show is the Grainger Show, which is held every two years and brings together in one forum customers, suppliers, and sales team members for a 2 ½ day event encompassing educational classes for continuing education credits, access to manufacturer and supplier representatives, and hands on opportunities with a broad variety of maintenance, repair, and operations products, solutions, and services. Contractor Team Members and Supplier Representatives lead training certification courses, provide best practices, and speak to current challenges and trends in the world of facility MRO. Invited attendees require authorization from their respective ethics advisor prior to participation.

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Attachment C Contract Category Discounts

Contractor shall apply the following Contract Category Discount percentages to all Contract purchases.

Contract Number		MA4601
Vendor		W.W. Grainger
Category		Discount %
1	Janitorial and Sanitation	14%
2	Fasteners	30%
3	Material Handling	10%
4	Plumbing	16%
5	Power Source	14%
6	Landscape & Outdoor Equipment	10%
7	Lighting	15%
8	HVAC	13%
9	Hand Tools	10%
10	Power Tools	9%
11	Electrical and More	18%
12	Paint and Supplies	10%
13	Security	13%
14	Safety	16%

Contract Category Discounts: Contract category discounts for the fourteen (14) named Contract categories will remain fix/firm for the terms of this Contract, including renewal terms.

Other Category Discount: Grainger has an entire catalog of over 1.5M products and services across the full spectrum of MRO categories. These categories include, but are not limited to: Abrasives, Adhesives, Sealants and Tape, Cleaning and Janitorial, Electrical, Electronics and Batteries, Fleet and Vehicle maintenance, Furnishings, appliances & Hospitality, HVAC & Refrigeration, Hardware, Hydraulics, Lab Supplies, lighting, Lubrication, Machining, Material Handling, Motors, Office Supplies, Pipe, Hose, Tube & Fittings, Plumbing, Pneumatics, Power Transmission, Pumps, Raw Materials, Reference and Learning Supplies, Safety, Security, Test Instruments, Public Safety Equipment, Outdoor Equipment, Packaging and Shipping, Paints Equipment and Supplies.

Pricing for products within Contractor's other catalog product categories not listed herein will be at Contractor's Contract Reference Price ("CRP"), minus at least five percent (5%). Contractor uses its Contract Reference Price, which is similar to other's contract list price, as a market-based price point applicable to Contractor contract customers. Contractor's CRP is the price point to which Contract Discounts will be applied at the time of sale. Contractor periodically reviews and adjusts its CRP to ensure Contractor's pricing remains market competitive.

Volatile Product: Contract Category Discounts and Other Catalog Discount is not applicable to

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Contractor designated Volatile Product.

Pricing for Line-Item Extension Products and Services: The pricing model for Contractor's Line-Item Extension Product and Services is based on current market conditions and is competitive for spot buy situations on a per order basis. Contract Category Discounts do not apply to Eligible User's purchase of Line-Item Extension Product or Services. Upon request, Contractor will provide Eligible User a quotation from the source of supply or vendor of the Line-Item Extension Products or Services requested, which shall include the price, freight, warranty, and any opportunity specific terms and conditions. In the event of a conflict between the standard terms and conditions in this Contract and additional Line-Item Extension Product or Services terms, the additional Line-Item Extension Product or Services terms shall prevail. Further detail as to Line-Item Extension terms and conditions are presented below.

Terms and Conditions for Line-Item Extension Products and Services.
Contractor will procure products and services not available through the Contractor General Catalog or website ("Line-Item Extension Products and Services"). The pricing model for Line-Item Extension Products and Services is based on current market conditions and is competitive for spot buy situations on a per order basis. Contract Category Discounts do not apply to Eligible User's purchase of Line-Item Extension Products and Services. Upon request, Contractor will provide Eligible User a quotation from the Contractor's vetted and contracted source of supply or vendor of the Line-Item Extension Product and Service, which shall include the price, freight, warranty, and any opportunity specific terms and conditions. In the event of a conflict between the standard terms and conditions in this Contract and additional Line-Item Extension Product and Service terms, the additional Line-Item Extension Product and Service terms shall prevail.

1. Line-Item Extension Products.

a. Line-Item Extension Products Shipping. Unless otherwise agreed to in writing between Contractor and Eligible User, Line-Item Extension Products are shipped with all costs imposed by the carrier related to the shipment paid by Contractor. Title and risk of loss pass to Eligible User upon receipt of shipment.

b. Line-Item Extension Product Limited Warranty. The product warranty provided by the manufacturer and/or supplier of the Line-Item Extension Product will be Eligible User's sole remedy. Contractor's standard limited warranty terms included in this agreement or Contractor's website terms and conditions, to the extent applicable, do not apply to Line-Item Extension Products.

c. Line-Item Extension Product Warranty Disclaimer. Except as expressly set forth herein, no warranty or affirmation of fact or description, express or implied, is made or authorized by Contractor. Contractor disclaims any express or implied warranties of merchantability, fitness for a particular purpose or noninfringement of intellectual property rights. Contractor also disclaims any liability for claims arising out of product misuse, improper product selection, improper installation, product modification, misrepair or misapplication.

d. Line-Item Extension Product Returns. An RGA (Returned Goods Authorization) must be issued by Contractor prior to returning Line-Item Extension Products; the RGA is good for thirty (30) days after issuance. Returns will be sent directly to the Line-Item Extension Products supplier, and not to a Contractor location, unless otherwise instructed in the RGA. Returned Line-Item Extension Products may incur a restocking fee based upon the Line-Item Extension Product sell price, plus freight paid by Contractor and added to the invoice, unless the shipment of Line-Item Extension Products was the result of Contractor or manufacturer error, or the Line-

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Item Extension Products are defective. Special manufactured and custom engineered products are sold on a “FINAL SALE” basis only and no changes, cancellation, returns, or refunds are allowed, except if Line-Item Extension Products are defective.

e. In the event that Contractor agrees to stock an agreed upon quantity of Line-Item Extension Products for Eligible User, upon expiration or termination of the Agreement, Eligible User agrees to purchase all remaining stocked Line-Item Extension Products. Contractor will invoice Eligible User within (30) days of expiration, cancellation, or termination of the Agreement.

2. Line-Item Extension Services.

a. Line-Item Extension Services Performance. The performance of Line-Item Extension Services will be governed by the following additional terms and conditions (“additional service terms”). Line-Item Extension Services may be performed by: (i) Contractor, its subsidiaries, affiliates, or subcontractors (“Contractor”); or third-party service providers vetted and contractually aligned with Contractor ("third-party providers"). For purposes of this section, “Line-Item Extension Service Provider” refers to either Contractor or a third-party vetted and contracted provider depending upon which of them is performing services, and “service provider personnel” refers to personnel of such Line-Item Extension Service Provider.

b. Line-Item Extension Service Specific Terms. The terms and conditions contained in this section are extended solely by the specific Line-Item Extension Service provider performing Line-Item Extension Service and should be considered opportunity specific. A Line-Item Extension Service Provider may require Eligible User via Contractor to execute additional contractual documents prior to the performance of Line-Item Extension Service, which documents may modify the terms between Eligible User and Contractor specific to the Line-Item Extension Service sold. In the event of a conflict between the standard terms and conditions in this Contract and additional Line-Item Extension Service terms, the additional Line-Item Extension Service terms shall prevail for the performance of the Line-Item Extension Services sold.

c. Line-Item Extension Service Limited Warranty. All Line-Item Extension Services will (i) be performed in a workmanlike manner; (ii) conform to the specifications (if any) provided by the Line-Item Extension Service provider in a statement of work; and (iii) be warranted for a period of ninety (90) days after performance of Line-Item Extension Service (“limited warranty period”). If Line-Item Extension Services are improperly performed and Eligible User notifies Contractor of the improperly performed Line-Item Extension Service during the limited warranty period, then Contractor will coordinate with the Line-Item Extension Service provider to re-perform those Line-Item Extension Services, in whole or in part, as necessary to cure the particular issue, or at the Line-Item Extension Service provider’s sole option, refund the amount paid by Eligible User for the Line-Item Extension Service directly attributable to the particular issue. The Line-Item Extension Service provider’s re-performance or refund of amounts paid by Eligible User for the Line-Item Extension Service directly attributable to the particular issue shall be Eligible User’s sole and exclusive remedy.

d. Line-Item Extension Service Warranty Disclaimer. To the maximum extent permitted by applicable law, the express warranties set forth in this section for Line-Item Extension Services are in lieu of all other warranties, express or implied, and the Line-Item Extension Service provider disclaims, and Eligible User waives, all other warranties for Line-Item Extension Services, including, but not limited to, any implied warranties of non-infringement, fitness for a particular purpose and merchantability. The warranties set forth in this section are expressly conditioned upon the use of the Line-Item Extension Services for their intended purpose and shall

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not apply to Line-Item Extension Services which have been subject to modification by Eligible User or any third party.

e. Line-Item Extension Service Limited Liability. Contractor and third-party providers expressly disclaim any liability for consequential, incidental, special, exemplary or punitive damages in the performance of Line-Item Extension Services. The liability of Contractor or any third-party provider performing Line-Item Extension Services in all circumstances is limited to, and shall not exceed, the purchase price for the performance of the portion of Line-Item Extension Service that gives rise to any liability.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:
Board of Trustees
THROUGH:
Jay Fox, Executive Director
FROM:
David Hancock, Chief Capital Services Officer
PRESENTER(S):
Patti Garver, Manager of Env Compliance & Sustainability

TITLE:

Contract: Farmington to Bountiful Bus Stop Improvements - Phase 1 (Landmark Companies, Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute the Purchase Order and associated disbursements under a State of Utah contract MA3939 with Landmark Companies, Inc. in the not-to-exceed amount of $399,850.08 for MSP 156 Farmington to Bountiful Bus Stop Improvement Project-Phase 1.

BACKGROUND:
The MSP 156 Farmington to Bountiful Bus Stop Improvement Project-Phase 1 is providing ADA accessible improvements to bus stops along routes 455 and 470 in Farmington, Centerville, and Bountiful. Improvements include concrete bus pads, benches, signs, shelters, and other amenities where feasible.

DISCUSSION:
The MSP156 Farmington to Bountiful Bus Stop Improvement Project Phase 1 work will be completed under PO 17344. UTA has selected Landmark Companies under State Contract MA3939. The Contract amount has been determined to be within the scope of the State Contract Scope Agreement. The pricing has been determined to be fair and reasonable based on UTA's Independent Cost Estimate.
UTA is enhancing 11 bus stops within Davis County. At a city level there will be 5 stops in Farmington, 3 stops in Centerville, and 3 stops in Bountiful.

CONTRACT SUMMARY:
Contractor Name:
Landmark Companies, Inc.
Contract Number:
PO #17344; State Contract #MA3939
Base Contract Effective Dates:
September 11, 2024, to June 30, 2025
Extended Contract Dates:
N/A
Existing Contract Value:
N/A
Amendment Amount:

N/A
New/Total Contract Value:
$399,850.08
Procurement Method:
State Contract
Budget Authority:
Approved 2024 Capital Budget

ALTERNATIVES:
Continue without improving the current bus stops, which currently may not be ADA compliant. Ridership warrants a higher -level amenity than what is currently provided for UTA customers.

FISCAL IMPACT:
$399,850.08 is included in the Approved 2024 Capital Budget under Project MSP 156. Facilities, operations, and security would need to support the maintenance of the bus stops.
Capital Budget 2024: $923,000
Actual 2024 Expenses: $42,510
Actual 2024 Open Purchase Orders: $80,241
Actual 2024 Project Budget remaining: $800,218

ATTACHMENTS:
PO 17344, State Contract Number MA3939 (Landmark Companies, Inc.)

Docusign Envelope ID: 04B213B1-BA70-4A05-8457-9597A25484BA

Landmark Companies Inc
1670 S Hwy 165 Suite 101
Providence UT 84332

Utah Transit Authority

An Equal Opportunity Employer

PURCHASE ORDER NUMBER	
OG	17344

PO Number Must Appear On All Invoices And Shipments

VENDOR NUMBER	PO DATE
1500588	8/20/2024

SEND INVOICE TO:	SHIP TO:	ORDER TAKEN BY	FOB
AP@RIDEUTA.COM	**ATTENTION: RECEIVING**		*
669 W 200 S	**3600 S 700 W**	**801-287-3008**	**BUYER** / **PAGE NUMBER**
SLC, UT 84101	**Salt Lake City UT 84119**	**www.rideuta.com**	Woodward, Vicki / 1 of 1

Confirmation: Do not Duplicate
Utah Transit Authority Is Tax Exempt Total PO Value: 399,850.08 Ship as soon as possible. Early Shipments Allowed

LINE #	REQ #	CONFIRMED DELIVERY DATE	QUANTITY	PART NUMBER ACCOUNT CODE	DESCRIPTION	UNIT PRICE	TOTAL PRICE
1	00014057	6/30/2025	EA	40-3156.63000.2001	MSP 156 Bus Stops - F to B	.0000	399,850.08

State of Utah Contract Number: MA3939 PO#17313 26 Bus Stop Enchancement Projects. This PO is a Not to Exceed $399,850.08 Amount.
See the attached LandMark Companies Inc., in Exhibit A below of this PO.
See the attached Insurance and Indemnification Requirements in Exhibit B below this PO.
Contract End Date estimated June 30, 2025.

Utah Transit Authority

Signature : DocuSigned by: Mike Bell 70E33A415BA44F6... Date: 8/20/2024
Mike Bell, AAG State of Utah and
UTA Legal Counsel UTA

Unless otherwise expressly agreed in a written document executed by Utah Transit Authority ("UTA"), this Purchase Order is subject to UTA's standard terms and conditions revision date: September 2020, effective as of the date of this Purchase Order. UTA's standard terms and conditions are found at https://rideuta.com/-/media/Files/Home/Terms_Conditions_UTAGeneralStandard7821.ashx. Vendor's acceptance of this Purchase Order is limited to the express terms of UTA's standard terms and conditions, without modification. Vendor's delivery of the Goods or commencement of performance of Services identified in this Purchase Order are effective modes of acceptance. Any proposal for additional or different terms or any attempt by Vendor to vary in any degree any of the terms of the Contract, are hereby objected to and rejected (and this Purchase Oder shall be deemed accepted by Vendor without the additional or different terms).

If this Purchase order is purchased using a State Contract, then terms and conditions are pursuant to that State Contract.

Docusign Envelope ID: 04B213B1-BA70-4A05-8457-9597A25484BA

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Work Order Signature Document

State of Utah ezIQC Contract Number: MA3939

[X] **New Work Order** [ ] **Modify an Existing Work Order**

Work Order Number: 132720.00 Work Order Date: 08/13/2024

Work Order Title: UTA - Bountiful to Farmington - Bus Stops

Owner Name:	UTAH - Utah Transit Authority	Contractor Name:	Landmark Companies
Contact:	Kristi Shinall	Contact:	Cory Swallow
Phone:	801-573-7263	Phone:	435-757-7016
		Email:	

Work to be Performed

Work to be performed as per the Final Detailed Scope of Work Attached and as per the terms and conditions of NJPA EZIQC Contract No MA3939.

Brief Work Order Description:

Bus stop installation.

Time of Performance ***See Schedule Section of the Detailed Scope of Work***

Liquidated Damages Will apply: [ ] Will not apply: [X]

Work Order Firm Fixed Price: $399,850.08

Owner Purchase Order Number: 17344

Docusign Envelope ID: 04B213B1-BA70-4A05-8457-9597A25484BA

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Detailed Scope of Work

Print Date: August 13, 2024

Work Order Number: 132720.00
Work Order Title: UTA - Bountiful to Farmington - Bus Stops
Contractor: MA3939 - Landmark Companies
Brief Scope: Bus stop installation.

To: Cory Swallow
Landmark Companies
729 S Main St
Logan, UT 84321
435-757-7016

From: Kristi Shinall
UTAH - Utah Transit Authority
No Data Input
No Data Input,
801-573-7263

[ ] **Preliminary** [X] **Final**

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

Detailed Scope:

Scope Of Work Demo - Demolition and removal of existing sidewalks, curb and gutter, over ex material and all construction prep for bus stops. Excavation - Over ex done, road base brought in (state spec) and compacted according to plans. Sloped met and special inspections complete. Mobilization - Mobilizing for concrete, excavation, and management crews. Traffic Control - Traffic control at individual sites Temp Controls - Site security for pours and site visits Surveying - Special survey inspections for compaction and density, as well as slump and concrete. ADA Rails - Handrails according to plan. Signs - 11 new signs. relocate 4 existing signs. Concrete Flatwork - Flatwork for the sidewalks, bus stop pads, and forming of each according to plan. Broom finish. Curb and Gutter - Curb and gutter at each specified location according to plans. Asphalt Repair - Asphalt repair does for each location. ($4,500 ALLOWANCE ONLY) Benches/Trash - Haul, assemble and install benches at each location according to plans. Shelters - 5x8 Shelters installed according to plan. Landscaping - Landscape repairs throughout, price given per stop. Pavers - Remove and salvage pavers. Reinstall after concrete work is complete. Paint - Paint curb and gutter city spec yellow.

Docusign Envelope ID: 04B213B1-BA70-4A05-8457-9597A25484BA

GORDIAN®

Contractor's Price Proposal Summary - CSI

Print Date: August 13, 2024

Work Order Number: 132720.00

Work Order Title: UTA - Bountiful to Farmington - Bus Stops

Contractor: MA3939 - Landmark Companies

Proposal Value: $399,850.08

Proposal Name: UTA - Bountiful to Farmington - Bus Stops

01 - General Requirements	**$190,506.83**
02 - Site Work	**$24,456.71**
03 - Concrete	**$49,244.42**
05 - Metals	**$6,341.10**
10 - Specialties	**$69,306.27**
12 - Furnishings	**$19,600.54**
31 - Earthwork	**$4,488.53**
32 - Exterior Improvements	**$35,905.68**
Proposal Total	**$399,850.08**

This total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: **21.34%**

Docusign Envelope ID: 04B213B1-BA70-4A05-8457-9597A25484BA

GORDIAN®

Contractor's Price Proposal Detail - CSI

Print Date: August 13, 2024

Work Order Number: 132720.00
Work Order Title: UTA - Bountiful to Farmington - Bus Stops
Contractor: MA3939 - Landmark Companies
Proposal Name: UTA - Bountiful to Farmington - Bus Stops
Proposal Value: $399,850.08

	Sect.	Item	Modifer.	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			

01 - General Requirements

1	01 22 20 00 0008			HR	Cement MasonFor tasks not included in the Construction Task Catalog® and as directed by owner only.	$34,700.96
				Installation	Quantity 555.00 x Unit Price 52.59 x Factor 1.1889 = Total 34,700.96	
					3 guys 5 weeks	
2	01 22 20 00 0015			HR	LaborerFor tasks not included in the Construction Task Catalog® and as directed by owner only.	$31,272.83
				Installation	Quantity 600.00 x Unit Price 43.84 x Factor 1.1889 = Total 31,272.83	
					3 guys 5 weeks	
3	01 22 20 00 0019			HR	Painter, OrdinaryFor tasks not included in the Construction Task Catalog® and as directed by owner only.	$1,945.52
				Installation	Quantity 40.00 x Unit Price 40.91 x Factor 1.1889 = Total 1,945.52	
					2 guys 1 week	
4	01 22 20 00 0036			HR	Truck Driver, LightFor tasks not included in the Construction Task Catalog® and as directed by owner only.	$36,572.94
				Installation	Quantity 600.00 x Unit Price 51.27 x Factor 1.1889 = Total 36,572.94	
					3 guys 5 weeks	
5	01 22 20 00 0044			HR	Senior Surveyor (Party Chief)	$296.39
				Installation	Quantity 5.00 x Unit Price 49.86 x Factor 1.1889 = Total 296.39	
6	01 22 20 00 0045			HR	Surveyor (Instrument person)	$548.44
				Installation	Quantity 10.00 x Unit Price 46.13 x Factor 1.1889 = Total 548.44	
7	01 22 20 00 0046			HR	Surveyor (Rod Person)	$453.21
				Installation	Quantity 10.00 x Unit Price 38.12 x Factor 1.1889 = Total 453.21	
8	01 22 20 00 0049			HR	Underground Utility Surveyor	$1,590.15
				Installation	Quantity 10.00 x Unit Price 133.75 x Factor 1.1889 = Total 1,590.15	
9	01 22 20 00 0068			HR	Flagperson For Traffic Control	$521.21
				Installation	Quantity 10.00 x Unit Price 43.84 x Factor 1.1889 = Total 521.21	
10	01 22 23 00 0393			WK	24" Compaction Wheel Attachment For Hydraulic Excavators	$4,544.99
				Installation	Quantity 5.00 x Unit Price 764.57 x Factor 1.1889 = Total 4,544.99	

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Contractor's Price Proposal - Detail Continues..

Work Order Number: 132720.00
Work Order Title: UTA - Bountiful to Farmington - Bus Stops

Proposal Name: UTA - Bountiful to Farmington - Bus Stops
Proposal Value: $399,850.08

	Sect.	Item	Modifer.	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			
01 - General Requirements						
11	01 22 23	00 0406		WK	3,500 LB Mini-Excavator With Full-Time Operator	$19,214.59
				Installation	Quantity 5.00 x Unit Price 3,232.33 x Factor 1.1889 = Total 19,214.59	
12	01 45 23	00 0003		EA	Prepare 6 x 12 Concrete Cylinder And Deliver To Lab	$557.83
				Installation	Quantity 30.00 x Unit Price 15.64 x Factor 1.1889 = Total 557.83	
13	01 45 23	00 0005		EA	Concrete Cores Compression Test, ASTM C-42	$5,138.54
				Installation	Quantity 30.00 x Unit Price 144.07 x Factor 1.1889 = Total 5,138.54	
14	01 45 23	00 0007		EA	Unit Weight Of Concrete Cylinder, ASTM C-567	$2,767.05
				Installation	Quantity 30.00 x Unit Price 77.58 x Factor 1.1889 = Total 2,767.05	
15	01 45 23	00 0008		EA	Concrete Mix Design Review	$1,001.39
				Installation	Quantity 2.00 x Unit Price 421.14 x Factor 1.1889 = Total 1,001.39	
16	01 45 23	00 0012		EA	Concrete Slump Test, ASTM C143	$658.77
				Installation	Quantity 10.00 x Unit Price 55.41 x Factor 1.1889 = Total 658.77	
17	01 45 23	00 0013		EA	Concrete Air Content Test, ASTM C138, ASTM C173, Or ASTM C231	$658.77
				Installation	Quantity 10.00 x Unit Price 55.41 x Factor 1.1889 = Total 658.77	
18	01 55 26	00 0022		CLF	4" Exterior Vinyl Tape (Warning Tape)	$23,017.10
				Installation	Quantity 1,000.00 x Unit Price 19.36 x Factor 1.1889 = Total 23,017.10	
				100' each site		
19	01 55 26	00 0120		EA	Placement And Removal Of Up To 250 Cones By Hand From Roadside	$153.37
				Installation	Quantity 100.00 x Unit Price 1.29 x Factor 1.1889 = Total 153.37	
				10 each site		
20	01 71 13	00 0002		EA	Equipment Delivery, Pickup, Mobilization And Demobilization Using A Rollback Flatbed TruckIncludes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as trenchers, skid-steer loaders (bobcats), industrial warehouse forklifts, sweepers, scissor platform lifts, telescoping and articulating boom man lifts with up to 40' boom lengths, etc.	$3,567.89
				Installation	Quantity 10.00 x Unit Price 300.10 x Factor 1.1889 = Total 3,567.89	
21	01 74 13	00 0003		CY	Collect Existing Debris And Load Into Truck Or DumpsterPer CY of debris removed.	$471.16
				Installation	Quantity 30.00 x Unit Price 13.21 x Factor 1.1889 = Total 471.16	
22	01 74 19	00 0012		EA	6 CY Dumpster "Construction Debris"Includes delivery of dumpster, rental cost, pick-up cost, hauling, and disposal fee. Non-hazardous material.	$4,577.15
				Installation	Quantity 10.00 x Unit Price 384.99 x Factor 1.1889 = Total 4,577.15	

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Contractor's Price Proposal - Detail Continues..

Work Order Number: 132720.00
Work Order Title: UTA - Bountiful to Farmington - Bus Stops

Proposal Name: UTA - Bountiful to Farmington - Bus Stops
Proposal Value: $399,850.08

	Sect.	Item	Modifer.	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			
01 - General Requirements						
23	01 74	19 00 0019		MO	Rampless Concrete Washout BinIncludes delivery.	$266.02
				Installation	Quantity 0.50 x Unit Price 447.50 x Factor 1.1889 = Total 266.02	
24	01 74	19 00 0022		EA	Vacuum, Pickup, Swap And Dump, Concrete Washout BinIncludes vacuum the liquid from the full bin and pick up the bin, and recycle all material. An empty bin will be left at the site if the project is not completed.	$16,010.56
				Installation	Quantity 10.00 x Unit Price 1,346.67 x Factor 1.1889 = Total 16,010.56	
Subtotal for 01 - General Requirements						**$190,506.83**
02 - Site Work						
25	02 41	13 13 0033		SY	>3" To 6" By Machine, Break-up And Remove Rod Reinforced Concrete Paving	$3,651.08
				Installation	Quantity 133.00 x Unit Price 23.09 x Factor 1.1889 = Total 3,651.08	
26	02 41	19 13 0015		EA	Saw Cut Minimum ChargeFor projects where the total saw cutting charge is less than the minimum charge, use this task exclusively. This task should not be used in conjunction with any other tasks in this section.	$9,335.84
				Installation	Quantity 10.00 x Unit Price 785.25 x Factor 1.1889 = Total 9,335.84	
27	02 41	19 13 0027		EA	Drill 1" Diameter Core In Up To 4" Concrete	$10,935.50
				Installation	Quantity 360.00 x Unit Price 25.55 x Factor 1.1889 = Total 10,935.50	
28	02 41	19 13 0041		EA	Drill 2" Diameter Core In >4" To 6" Concrete	$534.29
				Installation	Quantity 10.00 x Unit Price 44.94 x Factor 1.1889 = Total 534.29	
Subtotal for 02 - Site Work						**$24,456.71**
03 - Concrete						
29	03 01	30 71 0050		LF	Up To 1/4" Wide, Low Viscosity, High Strength Epoxy Resin, Gravity Fed Structural Crack Repair For Concrete, Surface Applied With Caulk Gun (Sikadur® Crack Fix)	$419.44
				Installation	Quantity 60.00 x Unit Price 5.88 x Factor 1.1889 = Total 419.44	
30	03 11	13 00 0009		LF	Up To 6" High Slab Edge and Block-Out Wood Formwork	$1,115.90
				Installation	Quantity 260.00 x Unit Price 3.61 x Factor 1.1889 = Total 1,115.90	
31	03 15	16 00 0022		LF	1/2" x 3" Asphalt Saturated Fiber, Premolded Expansion Joint	$479.13
				Installation	Quantity 260.00 x Unit Price 1.55 x Factor 1.1889 = Total 479.13	
32	03 31	13 00 0003		SF	4" 3,000 PSI Slab On Grade Concrete Slab Assembly	$27,042.40
				Installation	Quantity 3,651.00 x Unit Price 6.23 x Factor 1.1889 = Total 27,042.40	

Contractor's Price Proposal - Detail Continues..

Work Order Number: 132720.00
Work Order Title: UTA - Bountiful to Farmington - Bus Stops

Proposal Name: UTA - Bountiful to Farmington - Bus Stops
Proposal Value: $399,850.08

	Sect.	Item	Modifer.	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			
03 - Concrete						
33	03 31 13	00 0003	0152	MOD	For 4,000 PSI Concrete, Add	$1,128.58
				Installation	Quantity 3,651.00 x Unit Price 0.26 x Factor 1.1889 = Total 1,128.58	
34	03 31 13	00 0003	0160	MOD	For >2,000 To 5,000, Add	$1,823.08
				Installation	Quantity 3,651.00 x Unit Price 0.42 x Factor 1.1889 = Total 1,823.08	
35	03 31 13	00 0005		SF	6" 3,000 PSI Slab On Grade Concrete Slab Assembly	$0.00
				Installation	Quantity 0.00 x Unit Price 7.83 x Factor 1.1889 = Total 0.00	
36	03 31 13	00 0014		CY	Direct Chute, Place 3,000 PSI Concrete Pile Caps	$10,733.36
				Installation	Quantity 45.07 x Unit Price 200.31 x Factor 1.1889 = Total 10,733.36	
37	03 31 13	00 0014	0029	MOD	For 4,000 PSI Concrete, Add	$496.45
				Installation	Quantity 28.64 x Unit Price 14.58 x Factor 1.1889 = Total 496.45	
38	03 31 13	00 0087		CY	Delivery Fee For Small Concrete Purchases (Short Load) Per CY For Each CY Less Than 9 CYThe task quantity is 9 minus the number of CY's delivered. For example, the delivery fee for 2CY's is: (9-2) = 7.	$1,404.97
				Installation	Quantity 45.07 x Unit Price 26.22 x Factor 1.1889 = Total 1,404.97	
				10 Sites		
39	03 35 13	00 0004		SF	Broom, Concrete Floor Finish	$3,429.13
				Installation	Quantity 3,651.00 x Unit Price 0.79 x Factor 1.1889 = Total 3,429.13	
40	03 39 13	00 0002		SF	Water Based Curing, Sealing, Hardening And Dustproofing CompoundCoverage rates: rough finish = 300 SF/GAL, broom finish = 300 to 400 SF/GAL, steel troweled = 500 to 600 SF/GAL, and vertical surface = 400 - 500 SF/GAL.	$1,171.98
				Installation	Quantity 3,651.00 x Unit Price 0.27 x Factor 1.1889 = Total 1,171.98	
Subtotal for 03 - Concrete						**$49,244.42**
05 - Metals						
41	05 05 19	00 0045		EA	3/8" Diameter x 2-3/4" Length, 304/18-8 Stainless Steel, Wedge Anchor Expansion Bolt	$5,020.49
				Installation	Quantity 360.00 x Unit Price 11.73 x Factor 1.1889 = Total 5,020.49	
42	05 43 00	00 0056		EA	6" x 6", 3-1/2" Height, Single Post, Steel Base For Unistrut Channel	$1,320.61
				Installation	Quantity 11.00 x Unit Price 100.98 x Factor 1.1889 = Total 1,320.61	
Subtotal for 05 - Metals						**$6,341.10**
10 - Specialties						

Contractor's Price Proposal - Detail Continues..

Work Order Number: 132720.00
Work Order Title: UTA - Bountiful to Farmington - Bus Stops

Proposal Name: UTA - Bountiful to Farmington - Bus Stops
Proposal Value: $399,850.08

	Sect.	Item	Modifer.	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			
10 - Specialties						
43	10 00 00	00 0000		EA	UTA - Remove Bus Shelter	$0.00
			NPP	Installation	Quantity 0.00 x Unit Price 0.00 x Factor 1.1889 = Total 0.00	
44	10 00 00	00 0001		EA	Eclipse Shelter - 5x8	$65,735.35
			NPP	Installation	Quantity 10.00 x Unit Price 5,529.09 x Factor 1.1889 = Total 65,735.35	
45	10 00 00	00 0002			Eclipse Shelter - 5x10	$0.00
			NPP	Installation	Quantity 0.00 x Unit Price 0.00 x Factor 1.1889 = Total 0.00	
46	10 00 00	00 0020			Anchors	$0.00
			NPP	Installation	Quantity 0.00 x Unit Price 237.93 x Factor 1.1889 = Total 0.00	
47	10 14 53	11 0090		EA	12" x 18" Steel Non-Reflectorized Traffic Sign	$507.55
				Installation	Quantity 11.00 x Unit Price 38.81 x Factor 1.1889 = Total 507.55	
48	10 14 53	11 0214		EA	10' Galvanized Steel U-Channel Sign Post	$3,063.37
				Installation	Quantity 22.00 x Unit Price 117.12 x Factor 1.1889 = Total 3,063.37	
49	10 14 53	11 0274		EA	2-3/8" Outside Diameter, Single Side Sign Bracket SetIncludes 2 single side sign post brackets	$0.00
				Installation	Quantity 0.00 x Unit Price 41.33 x Factor 1.1889 = Total 0.00	
Subtotal for 10 - Specialties						**$69,306.27**
12 - Furnishings						
50	12 00 00	00 0000		EA	UTA - Simme Seat	$0.00
			NPP	Installation	Quantity 0.00 x Unit Price 360.00 x Factor 1.1889 = Total 0.00	
51	12 00 00	00 0001		EA	UTA - Bus Stop Bench	$14,369.38
			NPP	Installation	Quantity 19.00 x Unit Price 636.12 x Factor 1.1889 = Total 14,369.38	
52	12 00 00	00 0002		EA	UTA - Remove Bus Stop Bench	$0.00
			NPP	Installation	Quantity 0.00 x Unit Price 0.00 x Factor 1.1889 = Total 0.00	
53	12 00 00	00 0003		EA	UTA - Trash Can	$2,615.58
			NPP	Installation	Quantity 10.00 x Unit Price 220.00 x Factor 1.1889 = Total 2,615.58	
54	12 00 00	00 0004		EA	UTA - Bus Stop Sign	$2,615.58
			NPP	Installation	Quantity 11.00 x Unit Price 200.00 x Factor 1.1889 = Total 2,615.58	

Contractor's Price Proposal - Detail Continues..

Work Order Number: 132720.00
Work Order Title: UTA - Bountiful to Farmington - Bus Stops

Proposal Name: UTA - Bountiful to Farmington - Bus Stops
Proposal Value: $399,850.08

	Sect.	Item	Modifer.	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			

12 - Furnishings

55	12 00 00	00 0005		EA	UTA - Flag Mount								$0.00
			NPP	Installation		Quantity 0.00	x	Unit Price 200.00	x	Factor 1.1889	=	Total 0.00	

Subtotal for 12 - Furnishings **$19,600.54**

31 - Earthwork

56	31 22 19	13 0003		SF	Trim And Shape Machine Excavated Area By Hand Finish Grade								$2,430.78
				Installation		Quantity 3,651.00	x	Unit Price 0.56	x	Factor 1.1889	=	Total 2,430.78	
57	31 23 16	13 0017		CY	Load Excess Material by Hand for Removal from Excavation for Trenching								$1,633.17
				Installation		Quantity 28.00	x	Unit Price 49.06	x	Factor 1.1889	=	Total 1,633.17	
58	31 23 16	33 0007		CY	Spreading, Shaping, and Rough Grading Imported or Stockpiled Material for Bulk Excavation by Machine								$209.51
				Installation		Quantity 45.07	x	Unit Price 3.91	x	Factor 1.1889	=	Total 209.51	
59	31 24 13	00 0020		LF	Finish Grade For Curb And Gutter								$215.07
				Installation		Quantity 201.00	x	Unit Price 0.90	x	Factor 1.1889	=	Total 215.07	

Subtotal for 31 - Earthwork **$4,488.53**

32 - Exterior Improvements

60	32 11 26	19 0002		CY	Bituminous Stabilized Base Course3/4" ASTM C33.								$4,390.11
				Installation		Quantity 45.07	x	Unit Price 81.93	x	Factor 1.1889	=	Total 4,390.11	
61	32 16 13	13 0008		LF	6" x 30" Cast In Place Concrete Gutter With 6" Curb And Face - Straight								$8,433.21
				Installation		Quantity 201.00	x	Unit Price 35.29	x	Factor 1.1889	=	Total 8,433.21	
62	32 16 13	14 0002		EA	Machine Formed Concrete Curb Minimum Set-Up Charge (One Time Per Job)For projects where the total curbing charge is less than the minimum set-up charge, use this task exclusively. This task shall not be used in conjunction with any other tasks in this section.								$11,465.28
				Installation		Quantity 10.00	x	Unit Price 964.36	x	Factor 1.1889	=	Total 11,465.28	
63	32 16 13	14 0003		LF	6" x 12" Straight Concrete Curb, Machine Formed								$2,891.52
				Installation		Quantity 201.00	x	Unit Price 12.10	x	Factor 1.1889	=	Total 2,891.52	
64	32 16 23	00 0009		LF	For Hand Trowel Finish At Sidewalk Edges (Picture Frame)								$315.44
				Installation		Quantity 201.00	x	Unit Price 1.32	x	Factor 1.1889	=	Total 315.44	

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Contractor's Price Proposal - Detail Continues..

Work Order Number: 132720.00
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Proposal Name: UTA - Bountiful to Farmington - Bus Stops
Proposal Value: $399,850.08

	Sect.	Item	Modifer.	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			
32 - Exterior Improvements						
65	32 17 23	13 0005		LF	Single 8" Wide Solid Line, Epoxy Reflective Pavement Striping	$0.00
				Installation	Quantity 0.00 x Unit Price 1.14 x Factor 1.1889 = Total 0.00	
66	32 17 23	13 0005	0054	MOD	For Up To 5,000 LF, Add	$0.00
				Installation	Quantity 0.00 x Unit Price 0.23 x Factor 1.1889 = Total 0.00	
67	32 17 23	13 0089		LF	Painted Curb And Gutter	$318.23
				Installation	Quantity 71.00 x Unit Price 3.77 x Factor 1.1889 = Total 318.23	
68	32 92 23	00 0025		MSF	>1,000 To 4,000 SF, Tall Fescue Sod, Installed On Sloped (>1:6) Ground With Stakes	$8,091.89
				Installation	Quantity 5.00 x Unit Price 1,361.24 x Factor 1.1889 = Total 8,091.89	

Subtotal for 32 - Exterior Improvements **$35,905.68**

Proposal Total **$399,850.08**

This total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: **21.34%**

Docusign Envelope ID: 04B213B1-BA70-4A05-8457-9597A25484BA

1. **INSURANCE REQUIREMENTS**

Standard 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 liabilities that might arise out of the performance of the work under this contract by the Contractor, his agents, representatives, employees or subcontractors 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".

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

Docusign Envelope ID: 04B213B1-BA70-4A05-8457-9597A25484BA

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 34A-2-103, AND when such contractor or subcontractor executes the appropriate waiver form.

4. Railroad Protective Liability Insurance (RRPLI) – Remove this section if not applicable

During construction and maintenance within fifty (50) feet of an active railroad track, including but not limited to installation, repair or removal of facilities, equipment, services or materials, the Licensee and/or Licensee's Contractor must maintain "Railroad Protective Liability" insurance on behalf of UTA only as named insured, with a limit of not less than $2,000,000 per occurrence and an aggregate of $6,000,000.

If the Licensee and/or Licensee's Contractor is not enrolling for this coverage under UTA's blanket RRPLI program, the policy provided must have the definition of "JOB LOCATION" AND "WORK" on the declaration page of the policy shall refer to this Agreement and shall describe all WORK or OPERATIONS performed under this Agreement.

6. Contractors' Pollution Legal Liability and/or Asbestos Legal Liability (if project involves environmental hazards) with limits no less than $1,000,000 per occurrence or claim, and $2,000,000 policy aggregate. *(NOTE: Projects over $10,000,000 will require limits of $2,000,000 per occurrence and $4,000,000 aggregate; Projects over $40,000,000 will require limits of $5,000,000 per occurrence and $5,000,000 aggregate)*

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 Consultant. Insurance limits indicated in this agreement are minimum limits. Larger limits may be indicated after the consultant's assessment of the exposure for this contract; for their own protection and the protection of UTA.

Docusign Envelope ID: 04B213B1-BA70-4A05-8457-9597A25484BA

2. The Contractor's insurance coverage shall be primary insurance and non-contributory with respect to all other available sources.

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 utahta@ebix.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 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 utahta@ebix.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. SUBCONTRACTORS: Contractors' certificate(s) shall include all subcontractors as additional insureds under its policies or subcontractors 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-contractors maintaining separate insurance shall name Utah Transit Authority as an additional insured on their policy. Blanket additional insured endorsements are not acceptable from sub-contractors. Utah Transit Authority must be scheduled as an additional insured on any sub-

Docusign Envelope ID: 04B213B1-BA70-4A05-8457-9597A25484BA

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 UTA Legal Services, whose decision shall be final. Such action will not require a formal Contract amendment, but may be made by administrative action

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:
Board of Trustees
THROUGH:
Jay Fox, Executive Director
FROM:
David Hancock, Chief Capital Service Officer
PRESENTER(S):
Jared Scarbrough, Director of Capital Design and Construction

Jacob Wouden, Project Manager

TITLE:

Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-052 - 3300/3500 S. Bus Stops (Stacy and Witbeck, Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Authorize the Executive Director to execute task order # 24-052, and associated disbursements, on-call infrastructure maintenance task ordering contact with Stacy and Witbeck, Inc. in the amount of $890,433.00 for the 3300/3500 S Max Expansion Project.

BACKGROUND:
In December 2023, UTA released a request for procurement (RFP) for an on-call maintenance contractor focused specifically on infrastructure assets. Bids were received and evaluated, and Stacy and Witbeck, Inc. 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 master task ordering agreement (MTOA) with Stacy and Witbeck Inc. on April 18, 2024. The MTOA is for three years, plus two one-year options, with a total 5-year not to exceed value of $45,000,000.
UTA is improving multiple bus stops along 3300/3500 South in South Salt Lake and Millcreek, Utah. The improvements will include new bus pads to meet current accessibility standards at up to 36 locations. UTA has selected Stacy and Witbeck, Inc. to complete the work under their current on-call contract. Stacy and Witbeck is under contract with the UTA and has extensive experience with this type of work.

DISCUSSION:
UTA Staff is requesting approval of Task Order 24-052 with Stacy Witbeck, Inc. to complete the construction of schedule A bus stops along 3300 S in the amount of $890,433.00. The scope of the project is to improve multiple bus stops along 3300 S/3500 S in South Salt Lake and Millcreek, including constructing bus pads and installing signs and poles. Although the plans show bus shelters, benches, and trash cans, they are not included in the scope of this project. Due to the long lead time for shelters, a separate contract will be awarded at a later date for UTA-provided amenities. Currently, UTA has not been able to acquire the required easements at all the locations. Those sites that have been acquired or are being constructed within the existing right of way are included in Bid Schedule A. UTA is continuing to work to acquire the remaining easements for those bus stop locations shown in Bid Schedule B.

Construction includes but is not limited to surveying, grading, utility locating and coordinating, concrete bus pad, sidewalk, curb & gutter and retaining curb construction, railing construction, drainage, bus stop sign and pole installation, utility box

adjustments, and landscaping.

The Task Order pricing has been determined to be fair and reasonable based on both a UTA Independent Cost Estimate and performance of a Price Analysis.

CONTRACT SUMMARY:
Contractor Name:
Stacy and Witbeck, Inc.
Contract Number:
23-03811-24-052
Base Contract Effective Dates:
April 18, 2024 through December 31, 2027 (the period of performance for this task order is upon approval through December 31, 2024)
Extended Contract Dates:
N/A
Existing Contract Value:
$3,974,829
Amendment Amount:
$890,433.00
New/Total Contract Value:
$4,865,262 (the total 5-year NTE value of this MTOA is $45,000,000)
Procurement Method:
RFP best value modification
Budget Authority:
Approved 2024 Capital Budget

ALTERNATIVES:
There are no alternatives. Without these bus pads that meet ADA requirements, the bus routes are running and stopping at locations that are not ADA compliant.

FISCAL IMPACT:
The 2024 approved capital budget (MSP207) includes $2,361,000 for building bus stops along 3300 S/3500 S in South Salt Lake and Millcreek. The work associated with this task order is expected to be completed in 2024.
* 2024 Budgeted Total: $2,361,000

ATTACHMENTS:
1) Task Order

Docusign Envelope ID: 4592C1DE-E1B0-4C44-BCD4-9290FEEFEE27

Task Order Request #TO24-052 - 3300/3500 S. Bus Stops

Status	Open	**Assignees**	Jacob Wouden
Created Date	Aug 9, 2024	**Issued Date**	Aug 15, 2024
		Location	

TASK ORDER IDENTIFICATION

Contract No	23-03811		
Contractor Name	Stacy and Witbeck, Inc.	**Contract Start Date**	04/19/24
Account Code(s)	40-3207.63000.2001		

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

UTA AND THE CONTRACTOR HEREBY AGREE AS FOLLOWS:

1.0 SCOPE OF SERVICES

The contractor's scope letter and price estimate is hereby attached and incorporated into this Task Order	24-636 - 3300 S - 3500 S Bus Stop Improvements - Scope Letter and Price Proposal Rev2.pdf

2.0 SCHEDULE

The Substantial Completion Date for this Task is	12/31/24	**The Final Acceptance Date for this Task is**	03/31/25

3.0 PRICING

The pricing agreement for this item is one of the following:	Lump Sum	**Invoices will be billed on a monthly basis for completed work to date. The price for this item is in the amount of**	$890,433
Independent Cost Estimate (ICE) link, if applicable	TO 24-052 3300-3500 S stops ICE.xlsx	**This item is under UTA's simplified acquisition threshold ($200,000) and requires no ICE. The cost was determined to be fair and reasonable based on a review of contractor quotes and the original contract rates**	No

Docusign Envelope ID: 4592C1DE-E1B0-4C44-BCD4-9290FEEFEE27

This item is greater than UTA's simplified acquisition threshold ($200,000) and thus requires an Independent Cost Estimate (ICE). I have reviewed and found the ICE within the appropriate range for approval	Yes

4.0 APPLICABILITY OF FEDERAL CLAUSES

Does this Task Order include federal assistance funds which requires the application of the Federal Clauses appended as Exhibit D to the Contract?	Yes	**If federal assistance funds are anticipated, the UTA Civil Rights group has set a Disadvantaged Business Enterprises (DBE) participation goal for this Task Order of**	5%

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

UTAH TRANSIT AUTHORITY:

Required Signatures Explanation

Project Manager $0 - 24,999
Legal Review $25k or greater
Dir. of Capital Projects $25k - 74,999
Chief Service Dev. Ofcr. $75k - 199,999
Executive Director $200,000+
Procurement/Contracts (for all)

Signature (Legal)

DocuSigned by:
By: Mike Bell
78E39A4153BA44F8...
Mike Bell, Assistant Attorney General, UTA Legal Counsel
Date: 8/16/2024

PM Approval

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

Signature (Project Manager)

DocuSigned by:
By:
D5E0DB8278A44C4...
Name: Jacob Wouden
Date: 8/15/2024

Director Approval

I have evaluated the content of this task order and the scope of work described in the task ordering agreement and have made the determination that this Task Order is within the scope of work contemplated and described by the contracting parties when they executed the original task ordering agreement.

Signature (Director)

Signed by:
By:
91ABD751A0BD4BE...
Name: Jared Scarbrough
Date: 8/15/2024

Signature (Procurement)

By: _____

Name: _____

Date: _____

Signature (Executive Director)

By: _____
Jay Fox, Executive Director

Date: _____

Signature (Chief Service Development Officer)

By: _____
David Hancock, Chief Service Development Officer

Date: _____

COMPANY:

COMPANY: Stacy and Witbeck, Inc.

Signature (Contractor)

By: DocuSigned by: Collin Christensen ACA3AB62006B4E2... Collin Christensen

Date: 8/16/2024

Docusign Envelope ID: 4592C1DE-E1B0-4C44-BCD4-9290FEEFEE27

Stacy and Witbeck

August 12, 2024 On Call Services

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

Reference: On-Call Transit Infrastructure Construction, Maintenance and Repair
Project No: 20-03349VW

Subject: 24-636 - 3300 S - 3500 S Bus Stop Improvements

Dear Jake:

We are pleased to provide the attached cost estimate to construct and or improve 27 EA new bus stops along 3300 South and 3500 South in South Salt Lake per the bus stop drawing package provided to Stacy and Witbeck from UTA. This proposal includes the 27 stops included in Schedule A of the provided drawings.

Exclusions:

- HAZMAT and Contaminated Material Testing and Remediation
- Utility relocations outside of what is shown on the drawings.

Clarifications:

- Please see detailed list of each bid item below
- The unit cost for each bid item includes the cost of insurance, bond, field supervision, and risk at the agreed upon rates.
- We are excluding all utility relocations from this scope beyond any minor irrigation changes. Any utility conflicts or relocations will need to be addressed as a change of condition.
- Pricing is based on the drawings and quantities provided to SWI from UTA.
- The scope of work is inclusive of only the items and scope that are listed below. Any other items of work or changes to the below scope will need to be repriced.

1958 West North Temple St.
Salt Lake City, UT 84116
t: 801-666-7840 f: 801-432-7489

Docusign Envelope ID: 4592C1DE-E1B0-4C44-BCD4-9290FEEFEE27

Bid Item 1000 - Field Engineer & Project Controls – 1 LS – Total of $31,881.00 – This bid item includes Stacy and Witbeck field support from field engineer to manage construction. The field engineer will also perform pre-task planning and coordination with UTA and different cities. This item also includes office manager time for payroll and accounts payable.

Bid Item 2000 - Safety Program & Administration – 1 LS – Total of $8,823.00 – Cost of Safety Supplies, safety personnel to visit the site, and incidental drug testing.

Bid Item 3000 – QC Program & Testing – 1 LS – Total of $18,524.00 – This bid Item includes the cost of SWI QC manager to schedule, oversee, and document the quality testing performed by Consolidated Engineering Laboratories (CEL). Includes testing and lab costs from CEL.

Bid Item 4000 – Remove Existing Signs – 14 EA – Total of $4,354.00 – Includes removal and relocation of existing signs.

Bid Item 5000 – Traffic & Pedestrian Control – 1 LS – Total of $26.267.00 – This bid item includes the cost to provide traffic control drawings, traffic control materials, and labor to set up and take down traffic control devices.

Bid Item 6000 – Remove Existing Sidewalk – 6,902 SF – Total of $75,922.00 – Includes saw cutting, demo, and haul off of existing sidewalk

Bid Item 7000 – Remove Existing Curb & Gutter – 34 LF – Total of $18,122.00 – Includes saw cutting, demo, and haul off of existing curb and gutter locations.

Bid Item 8000 - Excavation & Grading – 526 CY – Total of $271,942.00 - Includes excavation to subgrade elevation for concrete sections. Includes clearing and grubbing, haul off and off-site disposal of excavated grubbing and excavated soils. Includes subgrade preparation and compaction.

Bid Item 9000 - Aggregate Base Course – 238 CY – Total of $110,670.00 - Includes aggregate base furnished, placed, and compacted underneath concrete flatwork and concrete curb areas.

Bid Item 10000 – Mobilization – 1 LS – Total $31,791.00 – This bid item includes cost of mobilizing the equipment necessary to perform the work. It also includes portable restroom rental and final project cleanup.

Bid Item 20000 – Concrete Flatwork and Sidewalk – 4" Thick – 8,047 SF – Total of $80,470.00 – Includes cost to purchase and place formwork, and to provide materials and labor to install 4" thick concrete bus pads at the 34 locations shown in the provided drawings.

1958 West North Temple St.
Salt Lake City, UT 84116
t: 801-666-7840 f: 801-432-7489

Docusign Envelope ID: 4592C1DE-E1B0-4C44-BCD4-9290FEEFEE27

Stacy and Witbeck

Bid Item 30000 – Concrete Flatwork and Sidewalk – 6" Thick – 3,862 SF – Total of $73,378.00 – Includes cost to purchase and place formwork, and to provide materials and labor to install 4" thick concrete bus pads at the 34 locations shown in the provided drawings.

Bid Item 40000 – 6" Curb Wall – 961 LF – Total of $38,440.00 – Includes cost to purchase and place formwork, and to provide materials and labor to install 6" wide curb wall at the locations shown in the provided drawings.

Bid Item 50000 – Type B1 Curb & Gutter – 105 LF – Total of $9,555.00 – Includes cost to purchase and place formwork, and to provide materials and labor to install 6" wide curb wall at the locations shown in the provided drawings.

Bid Item 60000 - Landscape & Irrigation – 27 EA – Total of $23,355.00 – This bid item includes the cost to repair any landscape areas disturbed during construction. Also includes cost to cap and repair any minor irrigation lines in conflict with new construction.

Bid Item 70000 – Remove Existing Asphalt – 301 SF – Total $4,816.00 – This bid item includes cost to saw cut, demo, and haul off asphalt areas called out to be removed.

Bid Item 100000 - Fee (7.5%) – 1 LS – Total of $62,123.00 - This is the agreed to 7.5% CMGC fee.

The total price for this scope of work is a not to exceed **$890,433.00**. If you have any questions, please contact me.

Sincerely,
Stacy and Witbeck, Inc.

Collin Christensen
Project Manager

1958 West North Temple St.
Salt Lake City, UT 84116
t: 801-666-7840 f: 801-432-7489

Docusign Envelope ID: 4592C1DE-E1B0-4C44-BCD4-9290FEEFEE27

08/12/2024 12:31
24-636 3300 S - 3500 S Bus Stop Improvements
*** Collin Christensen, CC **BID TOTALS**

Biditem	Description	Quantity	Units	Unit Price	Bid Total
1000	Field Engineering & Project Controls	1.000	LS	31,881.00	31,881.00
2000	Safety Program & Administration	1.000	LS	8,823.00	8,823.00
3000	QC Program & Testing	1.000	LS	18,524.00	18,524.00
4000	Remove Existing Signs	14.000	EA	311.00	4,354.00
5000	Traffic & Pedestrian Control	1.000	LS	26,267.00	26,267.00
6000	Remove Existing Sidewalk	6,902.000	SF	11.00	75,922.00
7000	Remove Existing Curb & Gutter	34.000	LF	533.00	18,122.00
8000	Excavation & Grading	526.000	CY	517.00	271,942.00
9000	Aggregate Base Course	238.000	CY	465.00	110,670.00
10000	Mobilization	1.000	LS	31,791.00	31,791.00
20000	Conc.Flatwork and Sidewalk - 4" Thick	8,047.000	SF	10.00	80,470.00
30000	Conc. Flatwork and Sidewalk - 6" Thick	3,862.000	SF	19.00	73,378.00
40000	6" Curb Wall	961.000	LF	40.00	38,440.00
50000	Type B1 Curb & Gutter	105.000	LF	91.00	9,555.00
60000	Landscape & Irrigation	27.000	EA	865.00	23,355.00
70000	Remove Existing Asphalt	301.000	SF	16.00	4,816.00
		Subtotal			$828,310.00
100000	Fee (7.5%)	1.000	LS	62,123.00	62,123.00
		Bid Total	========>		$890,433.00

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:
Board of Trustees
THROUGH:
Jay Fox, Executive Director
FROM:
David Hancock, Chief Capital Service Officer
PRESENTER(S):
Carlie Torres, Project Manager

Jared Scarbrough, Director Capital Design and Construction

TITLE:

Change Order: 200 South Bus Stop Shelter Installation Change Order #02 - Phase II (Landmark Companies, Inc.)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize the Executive Director to execute Change Order 002 and associated disbursements with Landmark Companies under state contract number MA3939 in the amount of $410,810.73 to install bus stop shelters from 400 West to 200 East on 200 South in Salt Lake City.

BACKGROUND:
UTA and Salt Lake City are reconstructing the 200 South Corridor between 400 West and 900 East to create a transit priority street. As part of this project, UTA is managing a Bus Stop Program to build 23 new stops along 200 South corridor. UTA has selected Landmark Companies under State Contract MA3939 to complete this work. Landmark has completed 13 shelters as part of Phase 1, which was approved by the Board of Trustees on March 27, 2024. This Change Order is to install the remaining 10 bus shelters.

DISCUSSION:
For this change order, Landmark will install bus stop shelters previously purchased on newly constructed stops along 200 South. The shelters will include lights, benches, and handrails.

CONTRACT SUMMARY:
Contractor Name:
Landmark Companies Inc.
Contract Number:
UTA #24-03837-02 State Contract MA3939
Base Contract Effective Dates:
March 27, 2024 thru March 6, 2025
Extended Contract Dates:
March 6, 2025 thru April 6, 2025
Existing Contract Value:
$502,965.77
Amendment Amount:
$410,810.73

New/Total Contract Value:
$913,776.50
Procurement Method:
State Contract
Budget Authority:
Approved 2024 Capital Budget

ALTERNATIVES:
If we do not construct these shelters and handrails, bus service will not be able to return to the corridor.

FISCAL IMPACT:
The SGR407 Bus Stop Enhancement project has a 2024 approved capital budget of $3,049,000. This change order request allocates $410,810.73 of the existing 2024 available capital funds.
SGR407 2024 Budget Summary:
Project Budget - $3,049,000
Current Costs - $1,701,829
Open Obligations - $716,330.81 (Excludes Future Year Obligations)
Open REQs - $467,542.50 (CO-001 and CO-002)
Remaining - $163,297.69
2025 Plan: $1,275,000

ATTACHMENTS:
Change Order Documentation

Docusign Envelope ID: 7C2F494B-3385-473B-900F-E3D97A4858D4

CCO #002

Project: SGR407 - Bus Stop Enhancements

Contract Change Order #002: CE #LAN-CE-02 - 200 South Phase II

CONTRACT COMPANY:	**Landmark Companies Inc** 1670 S Hwy 165 Suite 101 Providence, Utah 84332	**CONTRACT FOR:**	243837-OG:Commitment to Landmark Companies Inc
DATE CREATED:	8/21/2024	**CREATED BY:**	Tori Walton **(Utah Transit Authority)**
CONTRACT STATUS:	Approved	**REVISION:**	0
REQUEST RECEIVED FROM:	Kristi Shinall	**LOCATION:**	
DESIGNATED REVIEWER:	Carlie A Torres **(Utah Transit Authority)**	**REVIEWED BY:**	
DUE DATE:	08/21/2024	**REVIEW DATE:**	08/21/2024
INVOICED DATE:		**PAID DATE:**	
REFERENCE:		**CHANGE REASON:**	Design Development
PAID IN FULL:	No	**EXECUTED:**	No
ACCOUNTING METHOD:	Amount Based	**SCHEDULE IMPACT:**	31 days
FIELD CHANGE:	No	**SIGNED CHANGE ORDER RECEIVED DATE:**	
		TOTAL AMOUNT:	$410,810.73

DESCRIPTION:
CE #LAN-CE-02 - 200 South Phase II
The contractor shall construct, install and test new bus stop amenities for Phase II of the project so that they meet ADA, UTA, and UDOT guidelines. UTA will procure the amenities. Contractor must procure the stainless handrails and all necessary mounting hardware to install all amenities. Please see attached drawings for more details on placement of said amenities and structures. The contract end date will be extended from March 6, 2025 to April 6, 2025.

ATTACHMENTS:

IT IS MUTUALLY AGREED UPON, THERE IS A SCHEDULE IMPACT DUE TO THIS CHANGE ORDER:	No	**DATE OF DESIRED EXTENSION:**	04/06/25
THIS ITEM IS UNDER UTA'S SIMPLIFIED ACQUISITION THRESHOLD ($200,000) AND REQUIRES NO ICE. THE COST WAS DETERM:	No	**THIS ITEM IS GREATER THAN UTA'S SIMPLIFIED ACQUISITION THRESHOLD ($200,000) AND THUS REQUIRES AN INDEPENDENT :**	Yes
INDEPENDENT COST ESTIMATE (ICE) LINK, IF APPLICABLE:	CO-002_200 South Phase 2_ICE.xlsx	**DIRECTION OR AUTHORIZATION TO PROCEED (DAP) PREVIOUSLY EXECUTED::**	No

CHANGE ORDER APPROVAL

CHANGE ORDER LEGAL STATEMENT: The amount of any adjustment to time for Substantial Completion and/or Guaranteed Completion or Contract Price includes all known and stated impacts or amounts, direct, indirect and consequential, (as of the date of this Change Order) which may be incurred as a result of the event or matter giving rise to this Change Order. Should conditions arise subsequent to this Change Order that impact the Work under the Contract, including this Change Order, and justify a

CCO #002

Change Order under the Contract, or should subsequent Change Orders impact the Work under this Change Order, UTA or the Contractor may initiate a Change Order per the General Provisions, to address such impacts as may arise.

REQUIRED SIGNATURES EXPLANATION:

Project Manager $0 - 24,999
Legal Review $25k or greater
Dir. of Capital Projects $25k - 74,999
Chief Service Dev. Ofcr. $75k - 199,999
Executive Director $200,000+
Procurement/Contracts (for all)

SIGNATURE (LEGAL):

DocuSigned by:
By: Mike Bell
70E33A415BA44F6...
Mike Bell, Assistant Attorney General, UTA Legal Counsel

Date: 8/21/2024

PM APPROVAL:

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

SIGNATURE (PROJECT MANAGER):

Signed by:
By: Carlie A. Torres
FEDF759FAC8C4B5...
Name: Carlie A. Torres

Date: 8/21/2024

DIRECTOR CO APPROVAL:

I have evaluated the content of this change order and the scope of work described in the contract. I have determined that this change order pricing is fair and reasonable based on a review of contractor quotes and the original contract rates.

SIGNATURE (DIRECTOR):

Signed by:
By:
91ABD751A8BD4BB...
Name: Jared Scarbrough

Date: 8/21/2024

SIGNATURE (PROCUREMENT):

By: _____

Name: _____

Date: _____

SIGNATURE (CHIEF SERVICE DEVELOPMENT OFFICER):

By: _____
David Hancock, Chief Service Development Officer

Date: _____

SIGNATURE (EXECUTIVE DIRECTOR):

By: _____
Jay Fox, Executive Director

Date: _____

CHANGE ORDER LINE ITEMS:

#	Budget Code	Description	Amount
1	40-7407.63000.2001 At-grade station stop shelter	LAN-CE-02 200 South Phase II	$410,810.73
		Grand Total:	**$410,810.73**

The original (Contract Sum)	$ 446,234.00
Net change by previously authorized Change Orders	$ 56,731.77
The contract sum prior to this Change Order was	$ 502,965.77
The contract sum will be increased by this Change Order in the amount of	$ 410,810.73
The new contract sum including this Change Order will be	$ 913,776.50

The contract time will be increased by this Change Order by 31 days.

CCO #002

Landmark Companies Inc
1670 S Hwy 165 Suite 101
Providence, Utah 84332

	DocuSigned by: Cory Swallow 2AAE606EDB8D498... 8/21/2024
SIGNATURE DATE	**SIGNATURE** **DATE**

Work Order Document

State of Utah ezIQC Contract Number: MA3939

[ ] **New Work Order** [X] **Modify an Existing Work Order**

Work Order Number: 125039.01 Work Order Date: 07/02/2024

Work Order Title: UTA - Salt Lake City - 2nd South - Bus Stops - Phase 2

Owner Name:	UTAH - Utah Transit Authority	Contractor Name:	Landmark Companies
Contact:	Carlie Torres	Contact:	Cory Swallow
Phone:	385-518-3738	Phone:	435-757-7016
		Email:	

Work to be Performed

Work to be performed as per the Final Detailed Scope of Work Attached.

Brief Work Order Description:

Bus stop modifications.

Time of Performance ***See Schedule Section of the Detailed Scope of Work***

Liquidated Damages Will apply: [ ] Will not apply: [X]

Work Order Firm Fixed Price: $410,810.73

Owner Purchase Order Number:

Detailed Scope of Work

Print Date: July 02, 2024

Work Order Number: 125039.01
Work Order Title: UTA - Salt Lake City - 2nd South - Bus Stops - Phase 2
Contractor: MA3939 - Landmark Companies
Brief Scope: Bus stop modifications.

To: Cory Swallow
Landmark Companies
729 S Main St
Logan, UT 84321
435-757-7016

From: Carlie Torres
Utah Transit Authority
669 W. 200 S.
Salt Lake City, Utah 84101
385-518-3738

[ ] **Preliminary** [X] **Final**

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

Detailed Scope:

Scope of Work Install five (5) 7x40 Shelters Shelters installed according to UTA plan set. Install four (4) 7x16 Shelters Shelters installed according to UTA plan set. 22 Lighting Hookups - Wiring Hookups for each of the lights in the shelters. Lights to already be hung, final connections in junction box only. 22 Wire Pull Wire pulls from junction box to light fixtures. Does not include connections into main bus hub. Install nine (9) Benches installed with tap-in concrete anchors. Owner Supplied. Handrails (Lean rails) Galvanized steel handrails according to UTA plan set and specifications. Appx 895 linear feet. Includes the Following items for construction A) Perishables Bolts, hammer drill bits, anchors, and additional added to replace any portions of broken glass. B) Hauling nine (9) sets of large shelters from Warehouse to staging area. C) Organization Pre-assembly, staging and install prep performed in the staging area. Includes 30ft 15k booming forklift rental. D) Crane for each of the shelters roofs to be installed on site. E) Forklift 30ft, 15k booming forklift rental for use in preassembly, roof construction and loading.

Contractor's Price Proposal Summary - CSI

Print Date:	July 02, 2024
Work Order Number:	125039.01
Work Order Title:	UTA - Salt Lake City - 2nd South - Bus Stops - Phase 2
Contractor:	MA3939 - Landmark Companies
Proposal Value:	$410,810.73
Proposal Name:	UTA - Salt Lake City - 2nd South - Bus Stops - Phase 2

01 - General Requirements	**$3,095.42**
05 - Metals	**$272,400.77**
10 - Specialties	**$118,951.17**
12 - Furnishings	**$7,562.83**
26 - Electrical	**$8,800.54**
Proposal Total	**$410,810.73**

This total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: **97.10%**

Contractor's Price Proposal Detail - CSI

Print Date: July 02, 2024

Work Order Number: 125039.01
Work Order Title: UTA - Salt Lake City - 2nd South - Bus Stops - Phase 2
Contractor: MA3939 - Landmark Companies
Proposal Name: UTA - Salt Lake City - 2nd South - Bus Stops - Phase 2
Proposal Value: $410,810.73

	Sect.	Item	Modifer.	UOM	Description	Line Total
Labor	Equip.	Material	(Excluded if marked with an X)			

01 - General Requirements

1	01 22 20 00 0010		HR	ElectricianFor tasks not included in the Construction Task Catalog® and as directed by owner only.		$3,019.81
			Installation	Quantity 40.00 x Unit Price 63.50 x Factor 1.1889 = Total 3,019.81		
2	01 22 20 00 0010	0001	MOD	For Foreperson, Add		$75.61
			Installation	Quantity 20.00 x Unit Price 3.18 x Factor 1.1889 = Total 75.61		

Subtotal for 01 - General Requirements **$3,095.42**

05 - Metals

3	05 52 00 00 0000		LFT	UTA - Bus Stop Handrail - Galvanized		$272,400.77
		NPP	Installation	Quantity 895.00 x Unit Price 256.00 x Factor 1.1889 = Total 272,400.77		

Subtotal for 05 - Metals **$272,400.77**

10 - Specialties

4	10 00 00 00 0001		EA	Eclipse Shelter - 5x8		$0.00
		NPP	Installation	Quantity 0.00 x Unit Price 5,529.09 x Factor 1.1889 = Total 0.00		
5	10 00 00 00 0007		EA	Eclipse Shelter - 7x16		$45,796.49
		NPP	Installation	Quantity 5.00 x Unit Price 7,704.01 x Factor 1.1889 = Total 45,796.49		
6	10 00 00 00 0009		EA	Eclipse Shelter - 7x40		$73,154.68
		NPP	Installation	Quantity 5.00 x Unit Price 12,306.28 x Factor 1.1889 = Total 73,154.68		

Subtotal for 10 - Specialties **$118,951.17**

12 - Furnishings

7	12 00 00 00 0001		EA	UTA - Bus Stop Bench		$7,562.83
		NPP	Installation	Quantity 10.00 x Unit Price 636.12 x Factor 1.1889 = Total 7,562.83		

Subtotal for 12 - Furnishings **$7,562.83**

26 - Electrical

Work Order Number: 125039.01
Work Order Title: UTA - Salt Lake City - 2nd South - Bus Stops - Phase 2

Proposal Name: UTA - Salt Lake City - 2nd South - Bus Stops - Phase 2
Proposal Value: $410,810.73

	Sect.	Item	Modifer.	UOM	Description	Line Total
Labor	**Equip.**	**Material**	**(Excluded if marked with an X)**			

26 - Electrical

8 26 01 20 91 0002 — EA — Lock Out/Tag Out Local DisconnectExcludes tag or padlock See CSI section 26 01 20 91-0004 for padlock, 26 01 20 91-0005 for tag(s). — $689.86

	Quantity		Unit Price		Factor	=	Total
Installation	25.00	x	23.21	x	1.1889	=	689.86

9 26 05 19 16 0015 — MLF — #10 AWG,Type THHN-THWN, 600 Volt, Copper, Single Solid Cable, Installed In Conduit — $8,110.68

	Quantity		Unit Price		Factor	=	Total
Installation	10.00	x	682.20	x	1.1889	=	8,110.68

Subtotal for 26 - Electrical **$8,800.54**

Proposal Total **$410,810.73**

This total represents the correct total for the proposal. Any discrepancy between line totals, sub-totals and the proposal total is due to rounding.

The Percentage of NPP on this Proposal: **97.10%**

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	David Hancock, Chief Capital Service Officer
PRESENTER(S):	David Osborn, Project Manager

TITLE:

Change Order: Facility Remodel and Reconfiguration Services Contract Task Order #24-001 - Depot District Restroom Remodel (Paulsen Construction)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Authorize the Executive Director to execute task order no. 24-001, and associated disbursements, on the on-call Facility Remodel and Reconfiguration task ordering contact with Paulsen Construction in the amount of $264,524.05 for the addition of a restroom and kitchen to the Depot District.

BACKGROUND:
In December 2023, UTA released a request for procurement (RFP) for a contractor focused specifically on facility remodeling and reconfiguration. Bids were received and evaluated, and Paulsen Construction, Inc. 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 master task ordering agreement (MTOA) with Paulsen Construction, Inc. on May 8, 2024. The contract will have a base term of three (3) years with two (2) additional options at one (1) year each. The Not-to-Exceed (NTE) amount of the initial base term shall be $3.97M.

The nearest restrooms for the second-floor conference room at the Depot District are in the administration building. This requires meeting attendees to cross the outdoor patio to access a restroom, potentially in inclement weather. It was also determined that the same conference room needs a small kitchenette that makes having food for events more convenient. This task order will also remodel a single-user restroom on the first floor into a single-user shower for employees that use the nearby fitness room.

DISCUSSION:
UTA Staff is requesting approval of Task Order 24-001 with Paulsen Construction to complete the remodel work to add restrooms, kitchenette, and shower in the amount of $264,524.05. The scope of this request includes all time, labor, and other items needed to remodel the building. This remodel will increase the functionality of the building and provide amenities that will improve the working environment of UTA employees. This task order is within the scope of the master task ordering agreement. The task order pricing has been determined to be fair and reasonable based on a UTA independent cost estimate.

CONTRACT SUMMARY:

Contractor Name:	PAULSEN CONSTRUCTION, INC.
Contract Number:	23-03808-24-001
Base Contract Effective Dates:	May 9, 2004 to March 28, 2027 (Period of Performance for this task order is upon approval through Dec. 31, 2024)
Extended Contract Dates:	N/A
Existing Contract Value:	$0
Amendment Amount:	$264,524.05
New/Total Contract Value:	$264,524.05 (NTE for 3 year base contract is $3.97m)
Procurement Method:	Request for Qualifications
Budget Authority:	Approved 2024 Capital Budget

ALTERNATIVES:
The alternative would be to allow the building to remain in current condition and not perform the remodel.

FISCAL IMPACT:
The 2024 approved budget includes $500,000 for Depot District. The remodel work proposed in this task order is expected to be completed in 2024. All costs will be expensed to project MSP102.

- 2024 Budgeted Total: $264,524.05

ATTACHMENTS:
1) Contract

Docusign Envelope ID: 60B33069-7396-4681-8C8B-AD077C329C03

Task Order Request #24-001 - Restroom Remodel

Status	Open	**Assignees**	David Osborn
Created Date	Aug 13, 2024	**Issued Date**	Aug 13, 2024
		Location	

TASK ORDER IDENTIFICATION

Contract No	23-03808		
Contractor Name	PAULSEN CONSTRUCTION, INC.	**Contract Start Date**	05/09/24
Account Code(s)	40-3102.68912		

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

UTA AND THE CONTRACTOR HEREBY AGREE AS FOLLOWS:

1.0 SCOPE OF SERVICES

The contractor's scope letter and price estimate is hereby attached and incorporated into this Task Order	UTA Paulsen Construction Contract 23-03808 Depot District Breakroom and Restrooms Cost Proposal.pdf

2.0 SCHEDULE

The Substantial Completion Date for this Task is	12/31/24	**The Final Acceptance Date for this Task is**	01/31/25

3.0 PRICING

The pricing agreement for this item is one of the following:	Lump Sum	**Invoices will be billed on a monthly basis for completed work to date. The price for this item is in the amount of**	$264,524.05
Independent Cost Estimate (ICE) link, if applicable	Copy of Depot Toilet Rooms and Kitchenette Remodel rev3 - ICE.pdf	**This item is under UTA's simplified acquisition threshold ($200,000) and requires no ICE. The cost was determined to be fair and reasonable based on a review of contractor quotes and the original contract rates**	No

Docusign Envelope ID: 60B33069-7396-4681-8C8B-AD077C329C03

This item is greater than UTA's simplified acquisition threshold ($200,000) and thus requires an Independent Cost Estimate (ICE). I have reviewed and found the ICE within the appropriate range for approval	Yes

4.0 APPLICABILITY OF FEDERAL CLAUSES

Does this Task Order include federal assistance funds which requires the application of the Federal Clauses appended as Exhibit D to the Contract?	No	**If federal assistance funds are anticipated, the UTA Civil Rights group has set a Disadvantaged Business Enterprises (DBE) participation goal for this Task Order of**	N/A

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

UTAH TRANSIT AUTHORITY:

Required Signatures Explanation

Project Manager $0 - 24,999
Legal Review $25k or greater
Dir. of Capital Projects $25k - 74,999
Chief Service Dev. Ofcr. $75k - 199,999
Executive Director $200,000+
Procurement/Contracts (for all)

Signature (Legal)

DocuSigned by:
By: Mike Bell
Mike Bell, Assistant Attorney General, UTA Legal Counsel

Date: 8/15/2024

PM Approval

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

Signature (Project Manager)

DocuSigned by:
By: David Osborn
Name: David Osborn

Date: 8/14/2024

Director Approval

I have evaluated the content of this task order and the scope of work described in the task ordering agreement and have made the determination that this Task Order is within the scope of work contemplated and described by the contracting parties when they executed the original task ordering agreement.

Signature (Director)

Signed by:
By: Jared Scarbrough
Name: Jared Scarbrough

Date: 8/14/2024

Docusign Envelope ID: 60B33069-7396-4681-8C8B-AD077C329C03

Signature (Procurement)	By: _____ Name: _____ Date: _____
Signature (Executive Director)	By: _____ Jay Fox, Executive Director Date: _____
Signature (Chief Service Development Officer)	By: _____ David Hancock, Chief Service Development Officer Date: _____

COMPANY:

COMPANY:	PAULSEN CONSTRUCTION, INC.
Signature (Contractor)	By: DocuSigned by: John Paulsen A3ED715967AB428... Date: 8/15/2024

Docusign Envelope ID: 60B33069-7396-4681-8C8B-AD077C329C03

Prime Firm Name: Paulsen Construction, LLC

Contract No. and Name: UTA Contract 23-03808 Facility Remodel and Relocation

Proposed Project Name: UTA Depot District Breakroom and Bathrooms

	Project Executive	PreCon Manager	Project Manager	Project Manager	Superintendent	Superintendent	Cost Estimation	Project Engineer	Carpenter	SUB	SUB	SUB	SUB	SUB	SUB	SUB	SUB	SUB	SUB	SUB	SUB	SUB	SUB	SUB	SUB	Total Hours	Total Burdened Cost
	John Paulsen	Harold Saunders	Samuel Shaw	Steiner Paulsen	Michael Crisp	Shawn Meryhew	Eran Campbell	Ben Folwer	TBD	Concrete	Steel: Misc Fabrication	Steel: Welder	Masonry: Foreman	Masonry/Tile : Mason	Masonry: Hot Tender	Roofing: Foreman	Roofing: Workers	Drywall	Millwork: Shop	Millwork: Field Workers	Painting	Plumbing: Journeyman	Plumbing: Apprentice	Mechanical	Electrical	Demolition: Foreman	Demolition: General Labor		
*add tasks as necessary for proposal	$102.45	$80.13	$78.98	$86.51	$89.93	$86.51	$91.26	$71.78	$56.73	$71.62	$137.73	$93.65	$104.67	$93.65	$82.64	$93.65	$82.64	$71.62	$137.73	$165.27	$66.11	$154.25	$93.65	$82.64	$82.64	$49.58	$44.07		
1.0 PAULSON CONTSTRUCTION PERSONNEL	**0.0**	**0.0**	**0.0**	**85.0**	**350.0**	**0.0**	**0.0**	**0.0**	**340.0**																			**775.0**	**$58,117.05**
1.1 Project Team meetings																												**0.0**	**$0.00**
1.2 Plan Review Meetings																												**0.0**	**$0.00**
1.3 Cost Estimation				25.0																								**25.0**	**$2,162.75**
1.3 Coordination				60.0	350.0																							**410.0**	**$36,666.10**
1.3 Field Work									340.0																			**340.0**	**$19,288.20**
2.0 SUBCONTRACTORS										**85.0**	**0.0**	**44.0**	**0.0**	**211.0**	**0.0**	**32.0**	**36.0**	**245.0**	**155.0**	**78.0**	**57.0**	**0.0**	**0.0**	**0.0**	**0.0**	**80.0**	**72.0**	**1095.0**	**$194,876.71**
2.1 Division 2 - Existing Conditions																										80.0	72.0	**152.0**	**$7,139.44**
2.2 Division 3 - Concrete										25.0																		**25.0**	**$1,790.50**
2.3 Division 5 - Metals												44.0																**44.0**	**$4,120.60**
2.4 Division 6 - Woods																			155.0	38.0								**193.0**	**$27,628.41**
2.5 Division 7 - Thermal/Moisture Protection																32.0	36.0											**68.0**	**$5,971.84**
2.6 Division 8 - Openings																				40.0								**40.0**	**$6,610.80**
2.7 Division 9 - Finishes										60.0				211.0				245.0			57.0							**573.0**	**$45,372.52**
2.8 Division 10 - Specialties																				21.0								**21.0**	**$3,470.67**
2.9 Division 22 - Plumbing																						221.0	316.0					**537.0**	**$63,682.65**
2.10 Division 23 - HVAC																								59.0				**59.0**	**$4,875.76**
2.11 Division 26 - Electrical																									293.0			**293.0**	**$24,213.52**
3.0 OTHER EXPENSES																													**$11,530.29**
3.1 3.1 Bond/Insurances																													**$4,836.00**
3.2 3.2 Site Review																													
3.3 3.3 Printing																													**$394.29**
3.3 3.4 Equipment Rental/Dumpster																													**$6,300.00**

NOTES:

1.0 PAULSON CONTSTRUCTION PERSONNEL - SUBTOTAL:	**775.0**	**$58,117.05**
2.0 SUBCONTRACTORS - SUBTOTAL:	**1095.0**	**$194,876.71**
1.0 PAULSON CONTSTRUCTION PERSONNEL + 2.0 SUBCONTRACTORS - SUBTOTAL:	**1870.0**	**$252,993.76**
3.0 OTHER EXPENSES - SUBTOTAL:		**$11,530.29**
GRAND TOTAL:		**$264,524.05**

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:
Board of Trustees
THROUGH:
Jay Fox, Executive Director
FROM:
David Hancock, Chief Capital Services Officer
PRESENTER(S):
Paul Drake, Director Real Estate & TOD

Sean Murphy, Facility Development Supervisor

TITLE:

Change Order: UTA Headquarters and Salt Lake Central Redevelopment Design Services Change Order 1 - Schematic Design Phase I (Skidmore, Owings & Merrill LLP)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Authorize the Executive Director to execute the change order 1 and associated disbursements, with Skidmore, Owings, & Merrill LLP for Phase 1 of schematic design for the UTA Headquarters and Salt Lake Central Station in the amount of $2,986,000.

BACKGROUND:
Skidmore, Owings, & Merrill LLP has substantially completed programming, concept design, and final concept for the UTA Headquarters and Salt Lake Central Station under the original contract. The next phase of the project is to complete schematic design. This is proposed in two phases. Phase 1 will complete 80% of schematic design by December 31, 2024. Phase 2, subject to budget approval and future authorization by change order, will complete schematic design to 100% in 2025.

DISCUSSION:
UTA Staff is requesting approval of change order 1 in the amount of $2,986,000 to advance schematic design to 80% by December 31, 2024. It is expected that with the approval of the 2025 Capital Budget sufficient funding will be available to advance schematic design to 100% by February 2025. SOM and its design consultants completed the Final Concept Design Services for the UTA Headquarters and Salt Lake the Central Station in April of 2024. Based on the UTA Headquarters and Salt Lake Central Station Concept Design document set dated 21 November 2023 by SOM and the Design Team, SOM has prepared a detailed description of the remaining design services required for the Project. The next phase is to complete schematic design.

CONTRACT SUMMARY:
Contractor Name:
Skidmore, Owings & Merrill, LLP
Contract Number:
23-03639-01

Base Contract Effective Dates:
June 14, 2023 - June 15, 2024
Extended Contract Dates:
June 14, 2023 - December 31, 2024
Existing Contract Value:
$999,900.00
Amendment Amount:
$2,986,000.00
New/Total Contract Value:
$3,985,900.00
Procurement Method:
RFQu (Qualification)
Budget Authority:
Approved 2024 Capital Budget

ALTERNATIVES:
Without approval of new contract, the development plans for the new UTA Headquarters and Salt Lake Central Station will be delayed or halted altogether leaving the alternative as maintain the status quo.

FISCAL IMPACT:
The 2024 approved budget for MSP262 includes $4,220,000 for development of UTA Headquarters and Salt Lake Central Station. The work associated with this task order is expected to be completed in 2024.

ATTACHMENTS:
1. 2024-8-15 Change Order No. 1 to Skidmore Owings Merrill LLP Contract No. 22-03639

Docusign Envelope ID: 1F9DFDED-71AD-4876-A6DA-E38694132F72

UTAH TRANSIT AUTHORITY

669 West 200 South
Salt Lake City, UT 84101

UTA Contract No 23-03639
CHANGE ORDER NO. 1
UTA Headquarter Redevelopment Project
(the "Project")

This Change Order No. 1 to the UTA Contract No 23-03639 dated 28 April 2023 (the "Contract") for the UTA Headquarter Redevelopment Project, is made and entered into by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah ("UTA"), and Skidmore, Owings, & Merrill LLP ("Consultant").

SUMMARY: The intent of this Change Order No. 1 is to add sufficient funding to accomplish the first of two Phases of the Schematic Design of the Project. In exchange for such work above, this Change Order No. 1 will add $2,986,000 to the Contract amount for Phase 1 of Schematic Design. This Change Order No. 1 authorizes only Phase 1 of Schematic Design. All work is per the terms of the Contract.

This Change Order No. 1 makes the following specific changes to the Contract:

1. **Scope**

   SOM and its design consultants ("the Design Team") have completed the Final Concept Design Services for the UTA Headquarters and Salt Lake Central Station in Salt Lake City, Utah, in accordance with the Contract.

   Based on the *UTA Headquarters and Salt Lake Central Station Concept Design* document set dated 21 November 2023 by SOM and the Design Team, SOM has prepared a detailed description of the remaining design services required for the Project in an *SD - CA Design Phase Services Proposal* dated July 5, 2024 (the "Description of Design Services"). Reference to the Description of Design Services is hereby made in this Change Order No. 1 for the limited purpose of:

   a. Amending Exhibit A - Scope of Services in the Contract to further define the scope and description of the Project as provided in the Description of Design Services.

2. **Services**

   The Project's Schematic Design will progress in two phases as described below. This Change Order No. 1 authorizes only Phase 1 of Schematic Design. Phase 2 is expressly excluded from this Change Order No. 1 and may be approved in a subsequent Change Order No. 2.

   Generally, Schematic Design documents define the general scope, scale, functional relationship, traffic and pedestrian flow of each of the Project components in a level of detail typical for

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commercial and public projects schematic design phase. Schematic Design will document in sufficient detail a clear and comprehensive description of the design solution for each project element. Schematic Design documents will identify exterior and interior area allocations, organization of exterior and interior spaces, building location and massing, use of feature interior and exterior materials, and preliminary alternatives for and selection of structural, mechanical, plumbing, and electrical system concepts.

a. **Phase 1: Schematic Design**
The Contract is hereby amended to add Phase 1 of Schematic Design to the authorized work in the Contract:

Schedule: September 11, 2024, through December 31, 2024 (Substantial Completion Date)

This phase will commence with a study of the ground floor layouts ("Ground Floor Studies") to explore and define the general circulation paths and space layouts for the various user groups who will access the UTA Headquarters Building. The Ground Floor Studies will include iterative studies of the ground floor and issuance of a final Ground Floor Study Package for UTA's review and approval.

Following completion and approval of the final Ground Floor Study Package, Phase 1 of Schematic Design will begin with SOM engaging additional consultants and conducting a kick-off meeting with the SOM and UTA project team, which will include an executive presentation to UTA leadership. The kick-off meeting will be followed by regularly scheduled project team meetings and two coordination and transit group meetings for UTA's internal stakeholders.

Phase 1 of Schematic Design for the UTA HQ Building, Transit Improvements Site, and Parking Garage Structure will include delivery of a 50% Schematic Design Coordination Set to UTA for review and approval. SOM will then advance Schematic Design to an 80% Schematic Design Cost Estimate Set in Phase 1.

Deliverables for Phase 1 of Schematic Design is expected to include the following with coordination from the Design Team:

- Site Plan
- Building Floor Plans
- Roof Plans
- Building Sections
- Building Elevations
- Preliminary Life Safety Plan Diagrams indicating basic assemblies to assist with cost estimating
- Up to 12 typical details
- Program and Area Matrix

Docusign Envelope ID: 1F9DFDED-71AD-4876-A6DA-E38694132F72

- Design Narrative Update
- Descriptions of intended materials and systems to support cost estimating.

Reference to the Description of Services is hereby made in this Change Order No. 1 for the limited purposes of:

a. Amending the Contract to identify the Design Team consultants who will provide services for Phase 1: Schematic Design; and
b. Providing more information on the services to be delivered by each Design Team Consultant for the Project, clarifications, excluded services, additional services, assumptions on which the services and exclusions are based, and the interrelationships between services provided by Design Team consultants, all as related to the above-described services for Phase 1 of Schematic Design.

b. **EXCLUDED: Phase 2: Schematic Design**
The following Phase 2 of Schematic Design is expressly excluded from this Change Order No. 1:

Schedule: January 1, 2025, through February 15, 2025 (Final Completion Date)

Phase 2 of the Schematic Design for the UTA HQ Building, Transit Improvements Site, and Parking Garage Structure will include completing professional services as described in the Description of Design services beyond 80% SD Cost Estimate Set, including delivering a 100% Schematic Design Set (Schematic Design Milestone Set) to UTA for review and approval.

This phase will include preparing and submitting an entitlements set to the Salt Lake City Planning Division. The project is understood to fall under a Master Plan which, for the design as described in the Final Concept Design document set, will require a Conditional Use Application. Biweekly meetings with owners (every 2 weeks), on average, are included in this phase.

This phase will include Cost Estimating based on the 80% Schematic Design Cost Estimate Set, and reconciliation of the estimate with the budget and design to be issued with the 100% Schematic Design Set.

Deliverables for Phase 2 of Schematic Design include the following with coordination from the Design Team:

- Site Plan
- Building Floor Plans
- Roof Plans
- Building Sections

Docusign Envelope ID: 1F9DFDED-71AD-4876-A6DA-E38694132F72

- Building Elevations
- Preliminary Life Safety Plan Diagrams
- Up to 20 typical details
- Program and Area Matrix
- Design Narrative Update
- Outline Specifications
- Coordination of up to 6 professional renderings

Expressly excluded from Phase 1, Phase 2 will also involve performance by Design Team consultants of Phase 2 services corresponding to deliverables identified above.

3. Fees

Exhibit F – Fee Proposal of the Contract Remains unchanged but is augmented by the fee for the Phase 1 of Schematic design as follows. Specifically, the original contract 22-03639 amount of not to exceed $999,900 is amended to add $2,986,000 for a new not to exceed amount of $3,985,900.

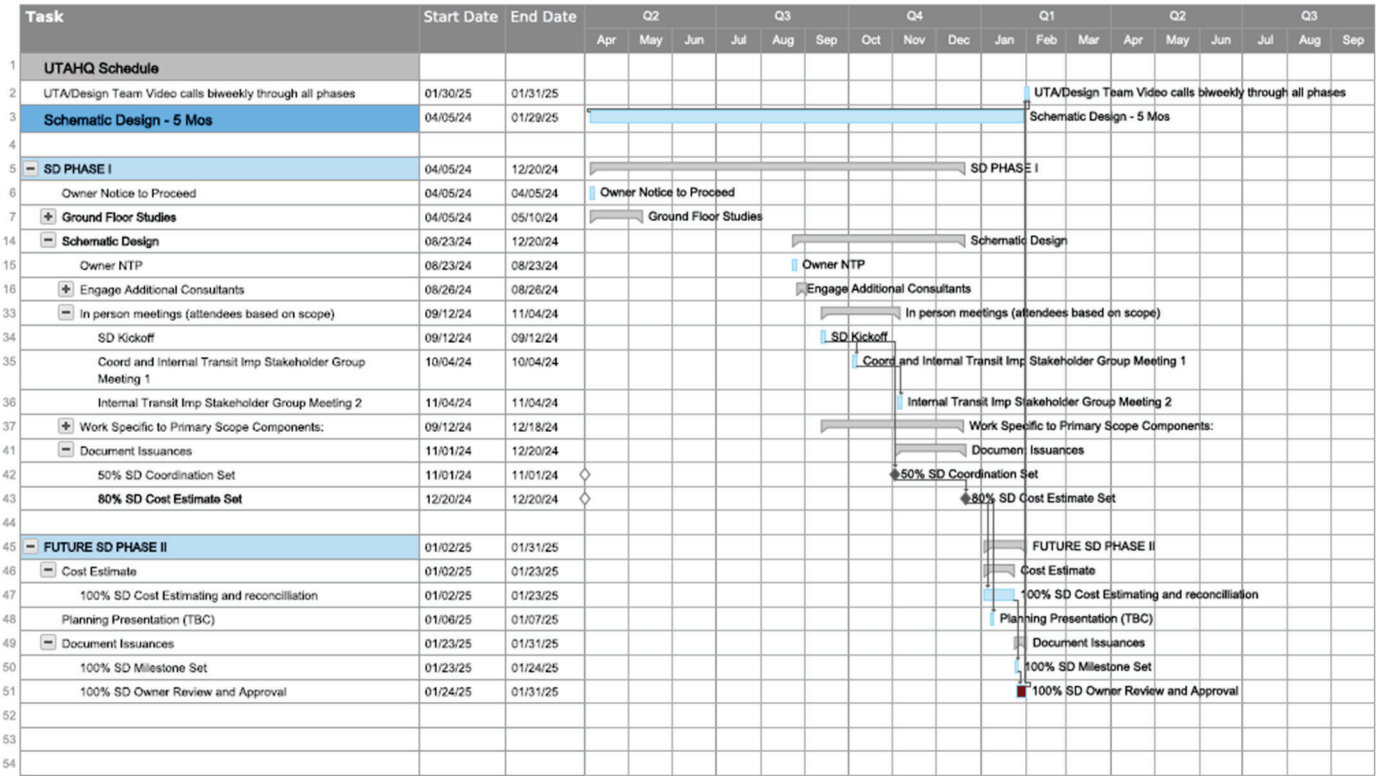
UTA HQ + SLC Central		Base Services	All Consultant Fees by Phase		
			Change Order 1	Not Included	Total Schematic Design
Team		Services Provided	80% Schematic Design Phase I	80-100% Schematic Design Phase II	Schematic Design Phase I & II
SOM	1	Architecture	$1,340,000	$335,000	$1,675,000
	1	Architecture (Ground Floor Studies)	$95,000	$0	$95,000
	2	Interior Design (Public Spaces, Cores, Tenant Guidelines)	$176,000	$44,000	$220,000
	3	Structural Engineering	$201,600	$50,400	$252,000
	4	Graphics and Signage	$94,880	$23,720	$118,600
	5	Thermal Comfort	$9,200	$2,300	$11,500
WSP	6	Transportation, Advisory	$271,884	$67,971	$339,855
	7	MEP - add plumbing officially	$96,000	$24,000	$120,000
	8	Sustainability	$21,600	$5,400	$27,000
	9	Fire Protection Analysis	$24,000	$6,000	$30,000
	10	Accessibility	$11,048	$2,762	$13,810
	11	Acoustics, Noise, Vibration Control	$22,400	$5,600	$28,000
	12	Technology	$29,520	$7,380	$36,900
	13	Architectural Lighting	$18,960	$4,740	$23,700
	14	Safety Security Emergency Management	$75,920	$18,980	$94,900
Design Workshop	15	Landscape and Civic Realm	$172,080	$43,020	$215,100
PSOMAS Engineering	16	Civil Engineering	$63,760	$15,940	$79,700
MJSA Architects	17	Historic Preservation	$2,864	$716	$3,580
Walker Consultants	18	Parking Structure Design (Structural and Functional Engineering)	$51,640	$12,910	$64,550
VDA	19	Vertical Transportation	$13,216	$3,304	$16,520
ATM	20	Trash Management	$10,400	$2,600	$13,000
Morrison Hershfield	21	~~Waterproofing Peer review~~	$0	$0	$0
Cinilittle	22	Food Service	$2,560	$640	$3,200
C.S. Caulkins	23	Building Maintenance	$2,800	$700	$3,500
Rider Levett Bucknall (RLB)	24	Cost Estimating	$30,956	$47,764	$78,720
Archamenity	25	~~Fitness Consultant NOT USED~~	$0	$0	$0
		Total Schematic Design Fees by Phase	**$2,838,288**	**$725,847**	**$3,564,135**

Recommended 6% Reimbursables Allowance	$147,712	$28,136	$175,848
Recommened Additional Consultant Allowance *(SD adj 7.8.24)*	$0	$0	
Total Schematic Design Fees + Recommended Allowances	**$2,986,000**	**$753,983**	**$3,739,983**

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4. Schedule

Schedule for Phase 1 and Phase 2 schematic design.



	Task	Start Date	End Date
1	**UTAHQ Schedule**		
2	UTA/Design Team Video calls biweekly through all phases	01/30/25	01/31/25
3	**Schematic Design - 5 Mos**	04/05/24	01/29/25
4			
5	**SD PHASE I**	04/05/24	12/20/24
6	Owner Notice to Proceed	04/05/24	04/05/24
7	**Ground Floor Studies**	04/05/24	05/10/24
14	**Schematic Design**	08/23/24	12/20/24
15	Owner NTP	08/23/24	08/23/24
16	Engage Additional Consultants	08/26/24	08/26/24
33	In person meetings (attendees based on scope)	09/12/24	11/04/24
34	SD Kickoff	09/12/24	09/12/24
35	Coord and Internal Transit Imp Stakeholder Group Meeting 1	10/04/24	10/04/24
36	Internal Transit Imp Stakeholder Group Meeting 2	11/04/24	11/04/24
37	Work Specific to Primary Scope Components:	09/12/24	12/18/24
41	Document Issuances	11/01/24	12/20/24
42	50% SD Coordination Set	11/01/24	11/01/24
43	**80% SD Cost Estimate Set**	12/20/24	12/20/24
44			
45	**FUTURE SD PHASE II**	01/02/25	01/31/25
46	Cost Estimate	01/02/25	01/23/25
47	100% SD Cost Estimating and reconcilliation	01/02/25	01/23/25
48	Planning Presentation (TBC)	01/06/25	01/07/25
49	Document Issuances	01/23/25	01/31/25
50	100% SD Milestone Set	01/23/25	01/24/25
51	100% SD Owner Review and Approval	01/24/25	01/31/25
52			
53			
54			

All other terms and conditions in the Contract not listed and not related to the changes in this Change Order No. 1 remain unchanged and in force.

IN WITNESS WHEREOF, this Change Order No. 1 has been executed by UTA and SOM or its appointed representative.

UTAH TRANSIT AUTHORITY:

By: _____
Jay Fox Date
Executive Director

By: _____
David Hancock Date
Chief Capital Services Officer

SKIDMORE, OWINGS, & MERRILL, LLP:

By: DocuSigned by: Carrie Byles 1290F3B46147482... 8/15/2024
Carrie Byles Date
Partner

Docusign Envelope ID: 1F9DFDED-71AD-4876-A6DA-E38694132F72

By: _____
Paul Drake Date
Director of Real Estate & TOD

By: _____
Sean Murphy Date
Facility Development Supervisor

By DocuSigned by: Mike Bell 8/15/2024
70E33A415BA44F6...
Mike Bell Date
Legal Review

By: _____
Jolene Higgins Date
Procurement Review

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:
Board of Trustees
THROUGH:
Jay Fox, Executive Director
FROM:
Viola Miller, CFO
PRESENTER(S):
Brian Reeves, Associate CFO

Rob Lamph, Comptroller

TITLE:

Change Order: Banking Services Contract Modification 1 - Exercise Option Years (Zions Bank)

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve and authorize Executive Director to execute Modification No. 1 to Zions banking service contract, with associated disbursements, which will exercise an additional 3-year option in the amount of $288,000. .

BACKGROUND:
Since 2017 UTA has had a contact with Zions Bank for banking services. The current contract has a 3-year option that would extend the contract into 2027.

DISCUSSION:
UTA uses Zions for Business banking services. We have multiple accounts including a sweep account and have many of our systems and vendors tied to these accounts. We have been happy with the service we have received as a costumer. They have also offered competitive rate including interest returns.

CONTRACT SUMMARY:
Contractor Name:
Zions First National Bank
Contract Number:
17-2107-01
Base Contract Effective Dates:
January 8, 2018 - June 30, 2024
Extended Contract Dates:
July 1, 2024 - June 30, 2027
Existing Contract Value:
$546,000.00
Amendment Amount:
$288,000.00
New/Total Contract Value:
$834,000.00
Procurement Method:
Request for Proposal

Budget Authority:
Approved 2024 Operating Budget

ALTERNATIVES:
Not pick up the option and go out for RFP.

FISCAL IMPACT:
The monthly fees are included in the 2024 operating budget (5800.50353.90) and are based on several factors. We do not expect the total 3-year cost to exceed $288,000 or $8,000 per month.
2024 Budgeted Total: $48,000
2025 Budget Request: $96,000
2026 Budget Request: $96,000
2027 Budget Request: $48,000
Expected 3-year Total: $288,000

ATTACHMENTS:

Modification 01
2017 Banking Service Agreement (original)

MODIFICATION NUMBER ONE TO CONTRACT UT 17-2107PP

This Modification Number One to Contract Agreement is hereby entered this 19th day of July 2024, by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah, (hereinafter "UTA") and Zions First National Bank, (hereinafter "Contractor"), with a principal office at One South Main Street, Salt Lake City, Utah 84122

RECITALS

WHEREAS, on January 8, 2018, UTA entered into a contract for Banking Services, a full service bank operating under the laws of the United states with branch outlets throughout the States of Utah and Idaho, to cover all Client banking services and accounts; and

WHEREAS, the Term of the Agreement was from July 1, 2017 to June 30, 2024 and included the option to extend the Agreement for an additional three (3) years; and

WHEREAS, the UTA and the Contractor mutually desire to exercise the option period by modifying 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 of Agreement: The contract agreement shall run from July 1, 2024 through June 30, 2027.

2. Compensation and Fees: UTA agrees to the prices shown in Exhibit A Banking Service Management Fees. This would be $8,000 per month for 3 years for a total amount of $288,000.

3. Other Terms Remain in Effect: All other terms and conditions remain unchanged.

THE REST OF THIS PAGE IS INTENTIALLY LEFT BLANK.

IN WITNESS WHEREOF, the parties hereto have executed and delivered the Agreement as to the date written above.

Zb, N.A. dba ZIONS FIRST NATIONAL BANK:

Chris Bang

VP, Treasury Management
Title

UTAH TRANSIT AUTHORITY:

Jay Fox
Executive Director

Viola Miller
Chief Financial Officer

Robert Lamph
Comptroller

DocuSigned by:
Michael Bell
70E33A415BA44F6...
8/22/2024

Mike Bell
UTA Legal Counsel

ZIONS BANK
Exhibit A

Zions Bank
Exhibit A

ENERAL ACH SERVICES

CH Direct Send	2	$30.00	$60.00
CH Credit Originated	5,800	$0.15	$870.00
CH Addendum Originated	92	$0.07	$6.44
CH Origination File Count	5	$15.00	$75.00
CH Return or Reject CR Entry	1	$5.00	$5.00
CH Overlimit	2	$60.00	$120.00

NLINE BANKING SERVICES

ternal Account Transfer Fee	1	$5.00	$5.00
ccount Maintenance	10	40/25/15	$215.00
CH Returns Report - Electronically	3	$7.50	$22.50
cct Analysis Statement - Electronically	2	$7.50	$15.00
eposit Acct Account Statement - Electronically	11	$7.50	$82.50
ily Sweep Report	1	$7.50	$7.50
me Day Reporting	8	$25.00	$25.00
CH Entry	25	$0.15	$3.75
CH Addenda	1	$0.07	$0.07
nage Per Account	3	$10.00	$30.00
eposit Images per Account	3	$10.00	$30.00
alance Reporting - Previous Detail	2,100	$0.14	$294.00
alance Reporting - Same Detail	800	$0.14	$112.00
CH Monthly Fee	1	$45.00	$45.00
alance Reporting - Previous Summary	1,500	$0.00	$0.00
alance Reporting - Same Summary	775	$0.00	$0.00
ire Transfers Monthly Fee	1	$20.00	$20.00
otal Users Fee	5	$0.00	$0.00

EMOTE DEPOSIT SERVICES

eposit Batch Fee	9	$0.60	$5.40
em - On Us	40	$0.10	$4.00
ems Deposited - Other	327	$0.11	$35.97
asic Service Fee (with scanner)	1	$15.00	$15.00
eview	10	$0.25	$2.50

Above pricing is ZB standard pricing before the applied 60% flat discount.

UTA Exhibit A

Zions Bank
Exhibit A

ENERAL ACH SERVICES

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Above pricing is ZB standard pricing before the applied 60% flat discount.

UTA Exhibit A

Zions Bank

Exhibit B

This is written confirmation that as per the UTA Treasury Services Contract, Zions Bank will apply a flat sixty percent (60%) discount to the standard pricing for banking services identified in Exhibit "A". As such, any standard pricing increases over the term of seven (7) years of this initial contract will be subject to this 60% discount. This flat percentage discount will not decrease or increase over the initial 7 year term.

BANKING SERVICES AGREEMENT

THIS BANKING SERVICES AGREEMENT ("Agreement") dated as of January 8th, 2018 and made effective on July 1, 2017 between **Utah Transit Authority**, ("Client"), 669 W. 200 S. Salt Lake City, UT 84101 and **ZB, N.A. dba ZIONS FIRST NATIONAL BANK,** with its principle office at One South Main Street, Salt Lake City, Utah 84133, ("Provider").

PURPOSE: The Client needs the services of Provider, a full service bank operating under the laws of the United States with branch outlets throughout the States of Utah and Idaho, to cover all Client banking services and accounts ("Banking Services"). The Banking Services to be provided by Provider are set forth in Exhibit "A", attached hereto and incorporated herein by this reference, and are subject to Provider's standard contractual terms or conditions regarding each service, including among other things the ZB, N.A. Deposit Account Agreement. To the extent that this Agreement conflicts in any way with Exhibit "A", this Agreement shall control.

CONSIDERATION: Consideration for this Agreement includes the services, compensation, and mutual exchange of promises of the parties specified herein.

SPECIFIC PROVISIONS

1. **Term of Agreement.** This Agreement shall run from July 1, 2017 to June 30, 2024, except as terminated earlier pursuant to the provisions below. In addition, the Client shall have the option to extend the Agreement for an additional three (3) years acceptable to both parties upon written notice to the Provider by the Client's representative at least thirty (30) days before the expiration of the current term of the Agreement.

2. **Services to be Performed.** The Provider shall provide the Banking Services set out in Exhibit "A". All services under this Agreement shall conform to the laws of the United States, the State of Utah, standards of the banking services industry in Utah, and any contracts and agreements required by Provider to be executed by Client related to such services.

3. **Payment.** The Client shall pay the Provider for the Banking Services provided according to this agreement at the agreed upon discount as set out in the attached Exhibit "B". The agreed upon discount set forth in Exhibit "B" will be applied to the current pricing of the Provider's standard pricing schedule. Provider and Client each acknowledge and agree that Provider's standard pricing schedule is subject to change and may increase during the seven (7) year term as dictated by Provider. Nevertheless, the parties agree that the agreed upon discount applied the standard pricing discount will not change during that same seven (7) year term. The Client shall pay the Provider for other services not covered in Exhibit "A" as mutually agreed in a writing signed by the Parties' Representatives. There shall be no additional payments for services to the Provider, or for costs or expenses incurred by the Provider other than as set forth in this paragraph. The Provider shall be responsible for the payment of any and all taxes, including, but not limited to, federal, state, county or municipal. The Client shall not withhold any taxes from the Provider's fees as stated above, and the

Provider agrees to be responsible for the same and hold the Client, its officers, agents, and employees harmless from any and all damages, costs, liability, including attorneys fees, arising from the failure to pay all taxes due and owing on monies received hereunder.

4. **Confidentiality.** Subject to its standard privacy policy, the Provider shall maintain in confidence all information which it, its employees, agents or subcontractors, obtains in the course of providing the Banking Services, except information which the Provider is required to disclose by law, or which is of public record and which has been previously disclosed to third parties, or which the Client's authorized representatives otherwise direct the Provider may be disclosed.

5. **Independent Contractor.** The parties agree that the Provider is an independent contractor and not an employee of the Client, and that the Provider shall have no power or authority to bind the Client, its representatives or agents.

6. **Parties' Representatives.** For purposes of notice required or desired by the parties, or communication involving the Banking Services under this Agreement, such notice or communication shall be deemed to have been given when personally delivered or mailed, or sent by facsimile transmission, electronic email, certified mail, postage pre-paid, to the parties at the following addresses:

Provider's Representative: Matthew Ronnow, at the Provider's address set out above;

Client's Representative: Richard Swenson, at the Client's address set out above; or when given to such other person as either of the above representatives shall designate in writing. The designation of any address maybe changed by notice given in the same manner as provided in this paragraph.

7. **Follow Laws, Ordinances.** The Provider's services hereunder shall conform with all applicable Federal, State, and local laws, regulations and ordinances.

8. **Entire Agreement.** This Agreement, incorporating all other contracts, terms and provisions set forth in Exhibits "A" and "B", including among other things the ZB, N.A. Deposit Account Agreement, contains the entire agreement of the parties and supersedes all prior negotiations, representations or agreements of the parties, either written or oral. This Agreement may be amended only by written instrument signed by both parties.

9. **Termination.** Either Party shall have the right to terminate this Agreement in full for any reason upon written notice to the other Party at least thirty (30) days prior to the end of the current term of this Agreement. Either Party shall have the right to terminate a particular service under this Agreement for any reason and at any time during the term upon thirty (30) days notice to the other Party. In addition, the Client shall provide written notice to Provider of any violation or default of the terms of this Agreement. Provider shall have thirty (30) days to cure such default. If Provider is not able to cure the default to the Client's

satisfaction, the Client shall have the right to immediately terminate this Agreement.

10. **Severability, Waiver.** In the event any provision of this Agreement shall be held to be invalid and unenforceable, the remaining provisions shall remain valid and binding upon the parties. One or more waivers by either party of any provision, term, condition or covenant shall not be construed by the other party as a waiver of any subsequent breach of the same by the other party.

11. **Titles and Captions.** The titles or captions of this Agreement are for convenience only and shall be deemed part of this Agreement and in no way define, limit, augment, extend or describe the scope, content or intent of any part or parts of this Agreement.

IN WITNESS WHEREOF, the parties sign their names here on the first date set above.

Utah Transit Authority

By: _____
Name: Robert K. Biles
Title: VP Finance

Approved As To Form
_____
UTA Legal Counsel

Utah Transit Authority

By: _____
Name: Richard C. Swenson
Title: Deputy Treasurer

ZB, N.A. dba ZIONS FIRST NATIONAL BANK

By: _____
Name: MATTHEW J. RONNOW
Title: SENIOR RELATIONSHIP ADVISOR

STATE OF UTAH)
) ss
COUNTY OF _____)

On this _____ day of _____, personally appeared before me _____,who being by me duly sworn did say that he/she is the _____of Zions First National Bank, and that the foregoing instrument was signed in behalf of said corporation by authority of its Board of Directors or its bylaws, and he/she acknowledged to me that said corporation executed the same.

_____
Notary Public

My Commission Expires:

STATE OF UTAH)
)
COUNTY OF Salt Lake)

On this 9th day of February 2018, personally appeared before me Robert K Biles Richard C. Swenson who being by me duly sworn did say that he/she is the Treasurer & Deputy Treasurer of Utah Transit [Customer's Name], and that the foregoing instrument was signed in behalf of said entity by authority of its _____, and he/she acknowledged to me that the Client executed the same.

_____
Notary Public

My Commission Expires:
4/13/2020

TERI BLACK
NOTARY PUBLIC - STATE OF UTAH
My Comm. Exp. 04/13/2020
Commission # 688814

Zions Bank
Exhibit A

BANKING SERVICES MANAGEMENT FEES

	Estimated Monthly Volume	Unit Cost	Estimated Monthly Cost
BALANCED BASED SERVICES			
FDIC Insurance (per $100,000)	$220,000	0.13	$24.60
DEPOSITORY SERVICES			
Credit Entries	150	$0.65	$97.50
Debit Entries	1,100	$0.20	$220.00
Items Deposited - On Us	75	$0.11	$8.25
Items Deposited - Other	100	$0.14	$14.00
Special Handling Return Check	1	$5.00	$5.00
Items Deposited and Returned	10	$10.00	$100.00
Currency Handled per $100	10,000	$0.15	$1,500.00
Account Maintenance	5	$19.00	$95.00
ACH Debits Received	125	$0.15	$18.75
ACH Credits Received	500	$0.30	$150.00
WIRE TRANSFER SERVICES			
Wire Notification - Fax/Email	6	$5.00	$30.00
Fed Wire	5	$12.00	$60.00
International Wire	1	$30.00	$30.00
INVESTMENT & CONCENTRATION SERVICES			
Primary Account	1	$40.00	$40.00
Sudsidiary Accounts	5	$25.00	$125.00
Money Market Account	1	$150.00	$150.00
ACCOUNT RECONCILIATION SERVICE			
Check Positive Pay Service - Monthly	5	$35.00	$175.00
Check Positive Pay Exception Items	10	$0.25	$2.50
Check Positive Pay Reversals	1	$4.00	$4.00
ACH Positive Pay Service - Monthly	5	$15.00	$75.00
ACH Positive Pay Exception Items	75	$4.00	$300.00
Positive Pay Account Maintenance Fee w/Payee Match	2	$10.00	$20.00
Paid Checks thru Positive Pay	1,100	$0.03	$33.00

Zions Bank
Exhibit A

GENERAL ACH SERVICES

ACH Direct Send	2	$30.00	$60.00
ACH Credit Originated	5,800	$0.15	$870.00
ACH Addendum Originated	92	$0.07	$6.44
ACH Origination File Count	5	$15.00	$75.00
ACH Return or Reject CR Entry	1	$5.00	$5.00
ACH Overlimit	2	$60.00	$120.00

ONLINE BANKING SERVICES

Internal Account Transfer Fee	1	$5.00	$5.00
Account Maintenance	10	40/25/15	$215.00
ACH Returns Report - Electronically	3	$7.50	$22.50
Acct Analysis Statement - Electronically	2	$7.50	$15.00
Deposit Acct Account Statement - Electronically	11	$7.50	$82.50
Daily Sweep Report	1	$7.50	$7.50
Same Day Reporting	8	$25.00	$25.00
ACH Entry	25	$0.15	$3.75
ACH Addenda	1	$0.07	$0.07
Image Per Account	3	$10.00	$30.00
Deposit Images per Account	3	$10.00	$30.00
Balance Reporting - Previous Detail	2,100	$0.14	$294.00
Balance Reporting - Same Detail	800	$0.14	$112.00
ACH Monthly Fee	1	$45.00	$45.00
Balance Reporting - Previous Summary	1,500	$0.00	$0.00
Balance Reporting - Same Summary	775	$0.00	$0.00
Wire Transfers Monthly Fee	1	$20.00	$20.00
Total Users Fee	5	$0.00	$0.00

REMOTE DEPOSIT SERVICES

Deposit Batch Fee	9	$0.60	$5.40
Item - On Us	40	$0.10	$4.00
Items Deposited - Other	327	$0.11	$35.97
Basic Service Fee (with scanner)	1	$15.00	$15.00
Review	10	$0.25	$2.50

Above pricing is ZB standard pricing before the applied 60% flat discount.

UTA Exhibit A

Zions Bank

Exhibit B

This is written confirmation that as per the UTA Treasury Services Contract, Zions Bank will apply a flat sixty percent (60%) discount to the standard pricing for banking services identified in Exhibit "A". As such, any standard pricing increases over the term of seven (7) years of this initial contract will be subject to this 60% discount. This flat percentage discount will not decrease or increase over the initial 7 year term.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

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

TITLE:

Pre-Procurements
- Diesel Fuel and Unleaded Gasoline
- Operator Uniforms
- Wheel Press
- S70 Brake Calipers

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 on upcoming procurements allows Trustees to be informed and provide input on upcoming procurement projects. Following the bid solicitation and contract negotiation process, final contracts for these projects will come before the board for approval.

DISCUSSION:
* Diesel Fuel and Unleaded Gasoline. UTA is seeking a firm to provide Diesel fuel and unleaded gasoline tank monitoring and refilling at all six (6) UTA fueling locations. This includes 87 Octane unleaded gasoline, as well as summer and winter mixtures of No.2 Red Diesel fuel. The selected firm will be required to connect to UTA's tank level monitoring system to monitor the quantity of fuel in each tank, and deliver and refill the tanks within 24 hours of when they reach their reorder points. Funding for fuel is included in the operating expense budget for each division. The term of this contract will be for five years, and this procurement will be conducted as an RFP, where technical criteria will be evaluated and scored in addition to price. (Nathan Hess, and Lynette Moody).
* Operator Uniforms. This is a procurement to contract with a firm to provide uniforms for UTA's operations team. The selected firm will provide uniform items such as shirts, pants, footwear, outerwear, and other components for Bus, Rail, and Special Services teams. On their anniversary date each year operators are given an allowance for uniform purchases. This information will be given to the vendor who will deduct employee purchases from the employee's allowance and then summarize the purchases into one invoice to UTA. Funding for these purchases is included in the Division's Operating Expense budget. This contract will be for a term of 5 years, and the procurement will be conducted as an RFP. (req. 157448, Kayleigh Hammerschmid)
* Wheel Press. This is a procurement to contract with a firm for a new wheel press for light rail wheels. The wheel press is used to mount and dismount all of the elements of the wheelsets on the axle, which is required for continuous maintenance on the vehicles. This purchase is to replace the current wheel press that is past it's useful life and the cost of maintenance has become more than the press is worth. Funding for this purchase is included in the light rail overhaul

program under SGR040. This will be a one-time purchase, and this procurement will be conducted as an RFP. (Req. 13925, Kyle Stockley)
* S70 Brake Calipers. This is a procurement to contract with a firm to provide new and/or rebuilt brake calipers for our S70 fleet of light rail vehicles as part of our light rail overhaul program. The brake calipers are reaching the end of their useful life and need to be replaced or rebuilt. There are over 600 calipers in the fleet that will be replaced over a period of five years. The leadtime on these calipers is approximately 45-52 weeks. The term of this contract is five (5) years. Funding for this program is included in the light rail overhaul SGR program budget and this procurement will be conducted as an RFP. (Kyle Stockley)

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	David Hancock, Chief Capital Services Officer
PRESENTER(S):	Daniel Hofer, Director- Capital Programming and Support Pam Thrasher, Manager- State of Good Repair

TITLE:

2024 Transit Asset Management Plan - Capital Services

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Information report for discussion and feedback, prior to authorizing approval of UTA's 2024 Transit Asset Management (TAM) Plan and UTA's Group Transit Asset Management Plan for sub-recipients.

BACKGROUND:
UTA Policy 06.01 Transit Asset Management & State of Good Repair requires Board of Trustees approval of UTA's Transit Asset Management (TAM) Plan to occur every two years. The TAM Plan is required per federal regulation and outlines UTA's approach to how it will manage its assets specifically as it relates to capital maintenance and replacement efforts. The regulation requires the plan to be updated and approved every four years with the next required update occurring in 2026.

In addition to UTA's TAM Plan, UTA is required to administer a Group TAM Plan for a small number of service providers who are sub-recipients of federal funds who meet certain criteria. These agencies are required to have their own plan or follow a group plan administered by UTA. They have elected to follow UTA's group plan for the qualifying sub-recipients.

DISCUSSION:
UTA's TAM Plan complies with 49 CFR Part 625. This plan is required to be updated every 4 years. This rule requires transit agencies that receive federal funding to develop a plan for the long-term management of their assets used in the provision of public transportation. UTA staff will outline this plan and discuss the required

elements of these plans.

This plan is tied to UTA's Five Year Capital Plan. The funding levels that are provided in the Five-Year Capital Plan directly affect UTA's ability to execute on the TAM Plan initiatives.

Following feedback received in this meeting, a request will be made at the Board's September 25 meeting to approve the plans and authorize the Executive Director to sign the 2024 TAM Plan and 2024 Group TAM Plan.

ALTERNATIVES:
The following are options the Board could consider and the potential impacts of those decisions:

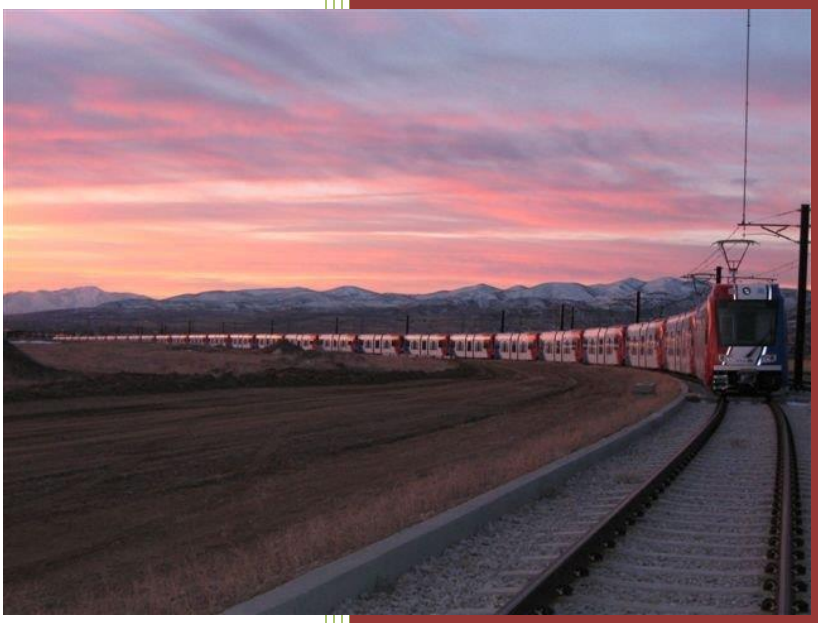
- The Board may request revisions to the proposed TAM Plans.
    - Impact would require staff to incorporate any feedback and return at a later date to request approval. There are no critical or pressing deadlines for approval.

FISCAL IMPACT:
While the plans are heavily tied to UTA financials, they do not directly affect UTA financials by approval of the plans. All the financial impacts are addressed with the approval of the current year budget and Five-Year Capital Plan.

ATTACHMENTS:
- 2024 UTA Transit Asset Management Plan
- 2024 Group Transit Asset Management Plan with Participant Signatures

2024

Utah Transit Authority Transit Asset Management Plan 2.2



State of Good Repair Department

Utah Transit Authority

9/1/2024

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Version Control Sheet

Date (MM/DD/YYYY)	Version Number	Changes Made Summary
9/10/2018	1.0	Initial Version
3/31/2021	1.1	Change in Accountable Executive Updated TAM Policy Introduction of Senior Asset Management Committee Updated Investment Prioritization Guidelines
02/16/2022	2.0	Change in Accountable Executive Update for 2022 Modification to Senior Asset Management Committee Updated Titles for Committee Members
11/17/2022	2.1	Update for SD (LRV) Fleet Replacement Include UTA Five-Year Capital Plan in Appendices Include SGR Project Risk Assessment Results in Appendices
09/01/2024	2.2	Update for biannual Board of Trustees approval Removal of Senior Asset Management Committee Include 10-Year Plans for Facilities, Revenue Vehicles, & Service Vehicles

Accountable Executive Approval Sheet

This document outlines the Utah Transit Authority's approach to Transit Asset Management in accordance with 49 CFR Part 625.

As the Accountable Executive, I acknowledge that I have reviewed this document and found it consistent with UTA's approach and commitment to keeping its overall operation in a State of Good Repair.

_____ _____

(Jay Fox - UTA Executive Director) **(Date)**

Introduction

The Federal Transit Administration delivered to Congress in April 2009 the Rail Modernization Study. The study focused on seven different legacy transit systems: Chicago Transit Authority (CTA), Massachusetts Bay Transportation Authority (MBTA), Metropolitan Transportation Authority of New York (MTA), New Jersey Transit Corporation (NJ Transit), San Francisco Bay Area Rapid Transit (BART), South Eastern Pennsylvania Transportation Authority (SEPTA), and Washington Metro Area Transit Authority (WMATA). This study found the amount of deferred maintenance costs in these transit systems was estimated to be $50 billion and nationwide at $80 billion. The findings of this study resulted in an emphasis on the State of Good Repair (SGR) of America's transit providers.

In October of 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP21) legislation outlining requirements agencies need to meet to start addressing SGR needs in their respective areas of service.

In October 2016, the FTA published the Final Rule as directed in MAP21. This rule requires agencies to certify the Federal investment in transit is in an SGR. This rule requires Utah Transit Authority (UTA) certify each year demonstrating our transit system is in an SGR. Certification UTA is in an SGR is a snapshot in time capturing the condition and function of the assets tracked by the Capital Programming & Support Department in the Transit Asset Management System (TAMS).

Part I: Asset Management and State of Good Repair (SGR) at UTA

Utah Transit Authority recognized early the need to maintain and operate all elements of the transit system in a safe and efficient manner. The importance and recognition of the correlation between Asset Management and the reliability of the system by UTA has allowed early development of a compliant Transit Asset Management System (TAMS) prior to FTA issuing the final rule.

For the purposes of the TAM Plan, the term Asset Management refers to the process UTA will follow to maintain a state of good repair. It refers to the high-level approach needed to align UTA's budget decisions with agency goals and objectives. The process is outlined in this document.

> **Asset Management is the key to identifying problems before failures occur that can cause unplanned outages and disruptions in service. An effective Asset Management program will maintain a safe, efficient, and reliable transit system for our customers and keep the public investment in a State of Good Repair.**

To deliver on this philosophy, UTA must maintain the infrastructure at a level meeting the demands of our customers in terms of safety, capacity, capability, reliability, accessibility, and cost. Successfully meeting this goal ensures the long-term viability and acceptance of a fully functional transit agency for current and future taxpayers.

To successfully manage UTA's assets, it is necessary to develop a clear management process facilitating effective and proactive maintenance of the infrastructure, revenue vehicles, facilities, and equipment over $50,000 (including all non-revenue support vehicles). To accomplish this, UTA has defined a path to achieve the end goal of accurate long-term budget projections showing the future funding needs of the agency. The elements currently contained and tracked within the TAM system are shown in Figure 1.

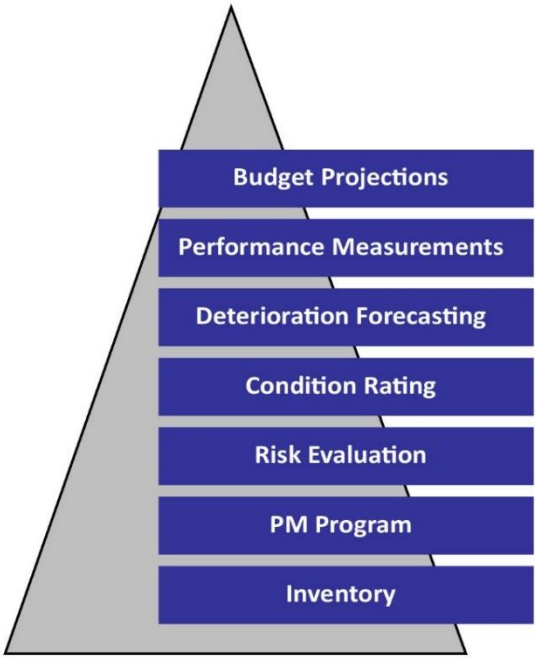


Figure 1- Elements of a Financial Output

As UTA continues to refine and develop a comprehensive TAM process, additional areas may be added based on need. It should be clearly understood with respect to rail service - UTA is a young transit agency. Development of a comprehensive TAM system will take many years. The SGR Team believe development of a comprehensive Asset Management System is a journey not a destination. They firmly consider this process will never be completely "finished". New and better methods will be found and implemented to improve the value of the end product.

Inventory

UTA has spent numerous hours working to verify its inventory information. As a result of these efforts, three major decisions were made early in 2020 which will streamline the inventory information gathering process:

- JD Edwards (JDE) will be considered the system of record for all asset information.
- Effort will be made to capture the necessary inventory information up front to address all the needs of UTA's service units prior to the actual creation of the asset.
- All assets will be created following the same process. Assets will be designated during the asset creation process as belonging to one or more of the groups listed below based on the asset's characteristics. Four groups were decided upon. These separate asset groupings include:
    - Accounting Asset
        - Any UTA-owned asset that meets the basic requirement of having an initial cost of $5,000 or more and having a useful life expectancy of one year or more.
    - Continuing Control Asset
        - Any asset, whether owned by UTA or by a grant sub-recipient, that meets the basic Accounting Asset requirements with the added consideration of having federal interest in the asset.

        - In other words, it is an asset that was purchased in part or fully using federal funds.
    - SGR Asset
        - An asset used in the provision of public transportation meeting the criteria outlined in the TAM Rule (49 CFR § 625).
        - Falls into four main categories:
            - Infrastructure
            - Revenue Vehicles
            - Facilities
            - Equipment
                - Equipment with a cost of $50,000 or more or is a non-revenue service vehicle, regardless of cost.
    - Zero-Cost Assets
        - Assets not meeting the threshold to be called an "asset" but tracked to help develop more comprehensive financial projections or requiring a PM the Responsible Service Unit (RSU) would like to track in JD Edwards.

This TAM Plan is intended to focus on assets that fall under the designation of an SGR asset.

Along with identifying an asset, other critical information has been captured to aid in the capital planning efforts. The information includes:

- age
- initial cost
- replacement cost
- design life (useful life)
- location
- and if applicable, GPS coordinates.

UTA, as part of each inventoried asset, is developing a performance metric defining the useful life of an asset. The useful life for each asset is unique to UTA and is influenced by how the system operates, the impact of the environment on the system, appropriate maintenance activities, and the quality of the item purchased. The useful life is defined as how long UTA believes an asset should last before it requires a total replacement. As a starting point, many of the useful life values were adopted from the FTA developed software program TERM-Lite. It is the intent of UTA to develop their own deterioration and performance curves for these assets specific to UTA's service areas. By understanding how long an asset should last, or should be expected to last, UTA can better plan for expected maintenance activities and replacements. Replacing or renewing the right asset at the right time in advance of failure provides the best use of the continued public investment.

The inventory hierarchies for the different inventory categories can be referred to in Appendix A of this document. Additionally, all infrastructure assets and facilities have been mapped in a GIS system to increase asset management practice options.

Preventive Maintenance (PM) Program

UTA has three elements to its PM program:

1) Inspection program
2) Tracking and analysis of maintenance efforts
3) Defined routine and capital maintenance programs

Inspections are the primary means by which UTA gathers the data necessary to determine the current condition of an asset. It is through these inspections that UTA will be able to determine when an asset is nearing the end of its useful life or if the asset is performing beyond previous estimates.

Inspection data is usually captured for different reasons:

1. Verification the inspections are taking place
2. Determination of the condition of the asset to produce an accurate lifecycle estimate for each critical asset
3. Comprehension by managers regarding PM activities needed to maximize the life of the asset

The final element in a robust PM program is to plan to pay for the required maintenance. In 2019, UTA adopted a budget philosophy commonly referred to as the "buckets". These buckets are programs in the five-year capital plan that are intended to address both the replacement activities and provide some capital funding to address more routine maintenance or rehabilitation. SGR assets have been assigned to these buckets as part of their inventory record creation. By using this assignment, the replacement cost data, and estimated rehabilitation data, UTA is able to spread the financial need more evenly across the years in the current capital plan. This also allows for a more streamlined and less error-prone approach for incorporating UTA's inventory data into the TERM-Lite tool and developing its long-term financial models as it relates to the SGR efforts.

Condition Ratings and Deterioration Curves

Condition ratings are numerical values which are used to depict the overall condition of an asset. UTA utilizes the TERM scale which is a 1-5 scale with 5 being excellent or like new and a 1 being a failed asset. In terms of SGR, any asset below a 2.5 would be considered not in a state of good repair. For reporting purposes, condition ratings are reported in terms of integers however, UTA does allow discretion in applying decimal values to the condition ratings and accounts for the rounding in its final reporting.

All SGR assets are assigned a Useful Life Benchmark (ULB) when they are created. This is the life expectancy value UTA assumes this asset will last. As assets reach 50% of their age relative to the assigned ULB, the SGR team will schedule visual condition assessments on a three-year minimum cycle. These condition assessments are for the sole purpose of determining whether further inspection by subject matter experts (SMEs) is required. Each asset's condition assessment results are calculated and stored as the Observed Condition Rating in JDE. Additionally, observed condition ratings are collected and stored in JDE as part of UTA's biannual inventory process.

These Observed Condition Ratings are considered when rehabilitation and replacement projects are being programmed. SMEs assist the SGR team with prioritizing asset rehabilitation and replacement schedules contained in the appropriate Ten-Year plan. UTA's budget determines the funding and execution for all Ten-Year plans.

For condition evaluations, the following applications are considered valid and acceptable means for determining the condition of an asset:

Age-

Age is the primary method by which a condition rating is preliminarily or ultimately determined. Age is used to determine the condition rating for vehicles, both non-revenue and revenue, equipment, and infrastructure (supplemented with visual inspections). It can be used as a preliminary indicator for facility assets like buildings, but the main consideration for building conditions, station conditions, and park and ride conditions, will be determined by physical observations on a rotating four-year cycle.

One primary item to note is for assets that are gauged primarily based on age, if a condition rating is determined to be inaccurate, the adjustment should be done in terms of either extending or contracting the useful life value of the asset. After the useful life value is adjusted, the condition rating should be recalculated to accommodate a straight-line deterioration approach.

Condition Assessment-

Maintenance and Administration Buildings, BRT and Rail Stations, and Park and Rides are all assets that are required to undergo a physical condition assessment at minimum once every four years.

UTA's Facilities group has agreed to take responsibility for these condition assessment efforts. Working in conjunction with the SGR group, a schedule is established at the beginning of the year and the items are inspected and assigned a physical condition assessment value. These values are consolidated into a master tracking sheet where the condition values for every aspect of the inspection are captured. This spreadsheet is then used to recommend targeted asset improvements for the coming year. Additionally, the SGR group audits condition assessments results on an annual basis. The audit covers a randomly selected 10% of completed condition assessments and is completed within six months of the year's last assessment being completed.

An example of the condition form is in Appendix J.

If UTA feels an independent third-party condition verification effort is warranted, this option may be pursued.

Scores have been collected and consolidated into a score tracking matrix. This matrix is included in Appendix K to help better support and show how decisions are being made regarding the Facility Asset Classes.

UTA's biannual inventory project requires each RSU to record updated Observed Condition Ratings for each asset, regardless of SGR designation. This satisfies condition ratings for both revenue vehicles, non-revenue vehicles, and equipment. More detailed condition assessments for infrastructure assets are conducted at least once every three years by the SGR team for assets reaching 50% of their ULB.

Deterioration Curves-

When UTA first started this effort, the concept of developing specific deterioration curves for asset classes was a goal UTA wanted to achieve. These curves are then used to better estimate future capital planning efforts.

Over the course of the years, it has been largely found that the values identified in the original TERM-Lite useful life table appear to be representative of UTA assets deteriorating under normal circumstances. There have been a few assets that have deteriorated in advance of their overall asset class useful life value; however, these appear to be the exceptions rather than the rules. Currently, the mitigation strategy for these early failure assets involves determining the reason for the accelerated deterioration and then making the necessary adjustments to help the asset reach the overall asset class useful life value. An example of this includes some early wear on some curved rail assets on UTA's rail systems. The appropriate mitigation strategy chosen included replacing these assets with head-hardened rail and adding rail lubers in strategic locations. After these mitigations were installed, the useful life value was set to the overall asset class useful life value.

In short, at least for the foreseeable future and with the addition of the yearly condition check, UTA will follow the approach of setting these asset class useful life values and managing the problem assets as they are identified.

Specific project development and budget plans will be developed with a five-year capital plan. The value of the long-term planning budget should not be underestimated. It provides a very real look of what anticipated costs will be in the future to maintain the system that has had inventory elements entered in the TAM system.

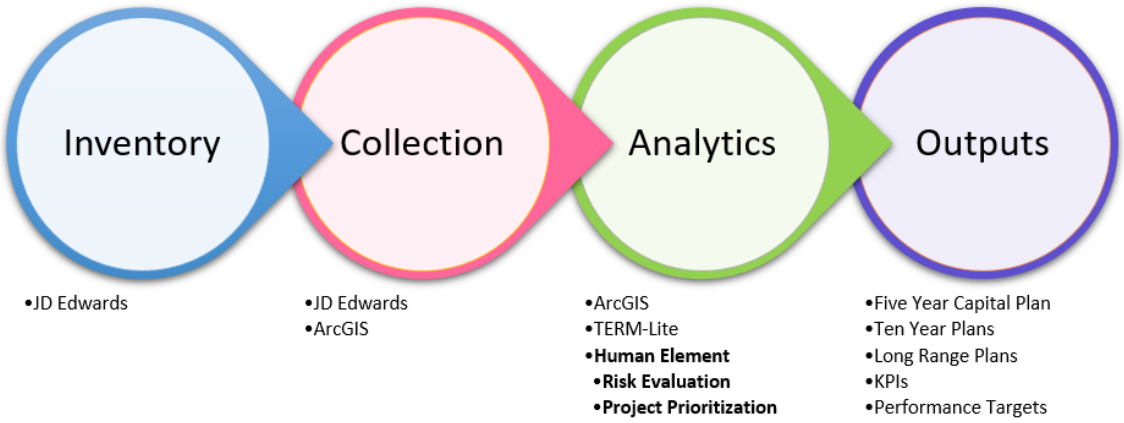
Budgeting

The UTA SGR team knows that the most critical element produced by an effective and fully functional TAM system is the development of both short- and long-term budget estimates. Most transit agencies today face increasing needs without increases in revenues. Without accurate budget projections it is not possible for transit agencies to plan for future needs. It provides critical input on decisions relating to expansion versus the need to maintain and operate what already is in place. We assert the expectation of the public is that expansion of an existing system should only occur when all maintenance and improvement needs are being met for what is already in place.

In the past, at agencies across the United States, oftentimes maintenance budgets were based on revenue projections and past budgets. Agencies gave funding to maintenance managers, who were expected to complete all required maintenance, both routine and capital, with their allotment. In many instances, the funding was not sufficient. While UTA recognizes funding is finite, it also recognizes there are other ways

to determine maintenance budgets and it will attempt to base these budget amounts on priority and risk. Figure 2 is an outline of a high-level process showing the components necessary to achieve this financial plan objectively.

Front End of the Planning Cycle



Back End of Planning Cycle

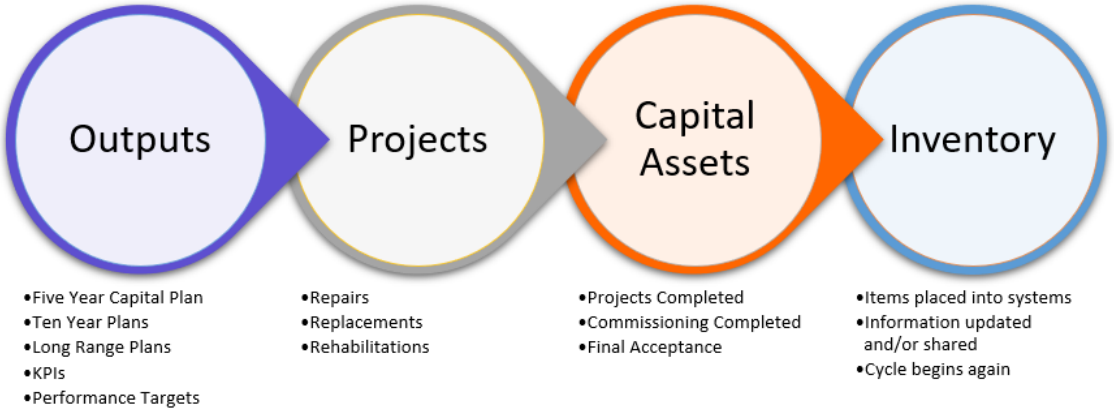


Figure 2- Asset Management Cycle Process

As the UTA TAM system evolves, improvements to the inventory can be made. Inspections will become more objective, and data produced by the remainder of the system will only get better as it matures.

UTA utilizes the TERM-Lite application for its long-term capital planning needs as it relates to SGR efforts. TERM-Lite is an FTA provided tool that can act as a decision support tool regarding funding allocation. One of the outputs from TERM-Lite is the SGR Backlog. The SGR Backlog not only refers to the dollar value of assets required to bring all assets into a state of good repair but also exists in its detailed form as a list

of assets out of a state of good repair. Using TERM-Lite also fulfills an FTA requirement to use a decision-support tool in the capital planning efforts. This will be further explained in the Part VI of this document.

To provide more reliable funding, more evenly distribute replacement efforts over the years, and provide more stability for UTA's project planning efforts, UTA has created several projects (buckets) that it uses to carry out its TAM efforts under. These projects include:

- FMA516- Corridor Fencing
- FMA543- Police Fleet Vehicles
- FMA652- Facilities, Equipment Managed Reserve
- FMA653- Facilities Rehab and Replacement
- FMA672- Park and Ride Rehab and Replacement
- FMA673- Stations and Platforms Rehab and Replacement
- FMA686- Warehouse Equipment Managed Reserve
- FMA692- Warm Springs / Commuter Rail Maintenances & Ops Facility
- ICI179- Network & Infrastructure Equipment
- ICI197- Bus Communications On-Board Technology
- ICI201- Server, Storage Infrastructure Equipment and Software
- ICI202- Radio Communication Infrastructure
- ICI217- Transit Management System
- ICI230- Operations Systems Enhancements and Replacement
- ICI230- HB433 Future Rail Car Purchase Payment
- MSP262- SLCentral HQ Office
- MSP270- Transit Signal Priority On Board Units (TOBU) Project
- MSP282- FrontRunner Platform Modification
- REV205- Non-Rev Service Vehicle Replacement
- REV209- Paratransit Replacements
- REV211- Bus Replacement
- REV232- Vanpool Van Replacements
- REV233- Commuter Rail Vehicle Replacement – Used
- REV234- Tooele County Microtransit & Vehicle Electrification
- REV236- VW Battery Buses
- REV238- SD100/SD160 Light Rail Vehicle Replacement
- REV241- NRV Ancillary Equipment (Trailers, etc.)
- REV242- Replacement Non-Rev Equipment/Special Vehicles
- SGR040- Light Rail Vehicle Rehab
- SGR047- Stray Current Mitigation
- SGR238- SD100/SD160- Light Rail Vehicle Replacement
- SGR353- Commuter Rail Engine Overhaul
- SGR359- Bridge Rehabilitation and Maintenance
- SGR370- Light Rail Red Signal Enforcement

- SGR385- Rail Rehab and Replacement
- SGR390- Jordan River Bldg 2 Remodel
- SGR391- Commuter Rail Vehicle Rehab and Replacement
- SGR393- Grade Crossings Rehab/Replacement
- SGR397- Traction Power Rehab and Replacement
- SGR398- OCS Rehab and Replacement
- SGR401- Ballast and Ties Rehab/Replacement
- SGR403- Train Control Rehab/Replacement
- SGR404- Rail Switches/Trackwork Controls
- SGR409- System Restrooms
- SGR410- Fiber Rehab and Replacement

There are also several smaller projects in UTA's IT group for critical infrastructure items.

Ten-Year Plans

To assist with SGR project management, the SGR team creates 10-Year Plans using the above project buckets for the following major asset types: infrastructure, facilities, revenue vehicles, and non-revenue vehicles. The plan assists the responsible service units by targeting the assets that may need to be rehabbed or replaced. Ten-Year Plans document assets that will exceed or have exceeded their useful life under the project bucket where they fall for rehab or replacement. Once an asset has exceeded its useful life, it will show up on the SGR backlog if it has not been replaced during the year in which it hits its useful life.

Ten-Year Plans are directly tied to the UTA 5-Year Capital Budget with estimates for years six – ten. The 10-Year plans provide asset lists of assets requiring rehab or replacements within a project bucket with detailed plans as to which assets are replaced by year for the ten-year period. Additionally, each project bucket has a target backlog percentage assigned to it. The target backlog percentage is the goal UTA will try to maintain during the 10-year plan, meaning the percentage of assets remaining in service that have exceeded their useful life but have not yet been rehabbed or replaced.

The Ten-Year Plan process is presented in Part VI with the 2025 – 2034 Ten-Year Plans for Infrastructure, Facilities, Revenue Vehicles, and Non-Revenue Vehicles available in Appendix I.

Goal

The goal of the Transit Asset Management efforts is to provide objective feedback to the FTA relating to the condition of UTA's assets and to base future asset planning on actual data gathered from the people who are most familiar with the assets. In turn, this feedback is captured, analyzed, and incorporated into the project planning efforts to get any issues addressed.

Part II- TAM and SGR Policy

See UTA Policy Number: 06.01 available in Appendix L

Part III- Capital Inventory List

UTA's SGR inventory will consist of items as defined by the FTA Final TAM Ruling. Items in the following categories and infrastructure will be defined by the SGR team. See Appendix A for an inventory hierarchy for these items.

This inventory will be based on the description outlined in the TAM Final Ruling which indicates an inventory must include all capital assets a provider owns, specifically all equipment, rolling stock, facilities, and infrastructure. The inventory does not need to include any equipment with acquisition values less than $50,000 unless that equipment is a service vehicle. The inventory must also include third-party owned or jointly procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, rolling stock and guideway infrastructure "***used by a provider in the provision of public transportation***." This inventory will be organized at a level commensurate with the level of detail in the provider's program of capital projects.

To maintain the inventory as described in the Rule, it will require assets be catalogued according to the inventory hierarchy. The inventory hierarchy can be adjusted over time, but to use the data input into the system, it must maintain the proper order so data can be used moving forward.

Key Inventory Information Elements

For information compiled into the asset management system, there are key items required to be registered. The most critical elements include: Description, Asset Number, Asset Code or Serial Number, Year Built (Date of Purchase), Unit Cost, Design Life, TERM Code.

To maintain an organized inventory, it is recommended assets be catalogued in a manner consistent with the inventory category hierarchy.

Asset Description

The Asset Description refers to the way an asset is known and tracked in UTA's asset master. There are varying levels of asset description (1, 2, 3) to further identify asset details. For equipment, it is recommended to use general description and a tag number to narrow down the specific asset.

Asset Code

The Asset Code is a very critical part of the inventory setup as it acts as the unique identifier for the asset. As the inventory grows to tens of thousands of assets, being able to understand to which specific asset the system points is critical to the long-term forecasting and replacement scheduling.

The Asset Code must be useful to the user. To accomplish this, each Asset Code must be unique and differentiate the asset without overcomplicating the structure. The system UTA chose to use is a "modular" structure where the Asset Code is built based on the inventory hierarchy structure and coupled with a piece of information separating that specific asset from others. This distinguishing information might be a vehicle number, a serial number or a milepost designation rounded to the nearest 100th of a mile.

Included on the hierarchy will be the abbreviation UTA will use to construct the asset code. Based on what the asset is, the inventory will be constructed using abbreviations from the hierarchy and the unique asset code designation.

Example of a Previous Asset Code:

CRS-GW-BT-TT-23.43-K (The asset is a piece of tangent (straight) track on the Commuter Rail South line at milepost 23.43)

- CRS = Commuter Rail South
- GW = Guideway
- BT = Ballasted Track
- TT = Tangent Track
- 23.43 = Milepost
- K= Drawing Set

As there are dozens of tangent track pieces on Commuter Rail South, the milepost designation makes the asset code unique. By inserting this, UTA can maintain an asset code structure applying to as many different assets as it needs. Adding the milepost number to a potential hundredth of a mile means this asset is unique as long as there is not another asset within a 50-foot radius of the asset. The K is a reference to the drawing set from which the inventory was built. It will apply in some cases like infrastructure inventory but beyond that, the main structure for the asset code will likely end with the unique identifier.

Asset Code Structure:

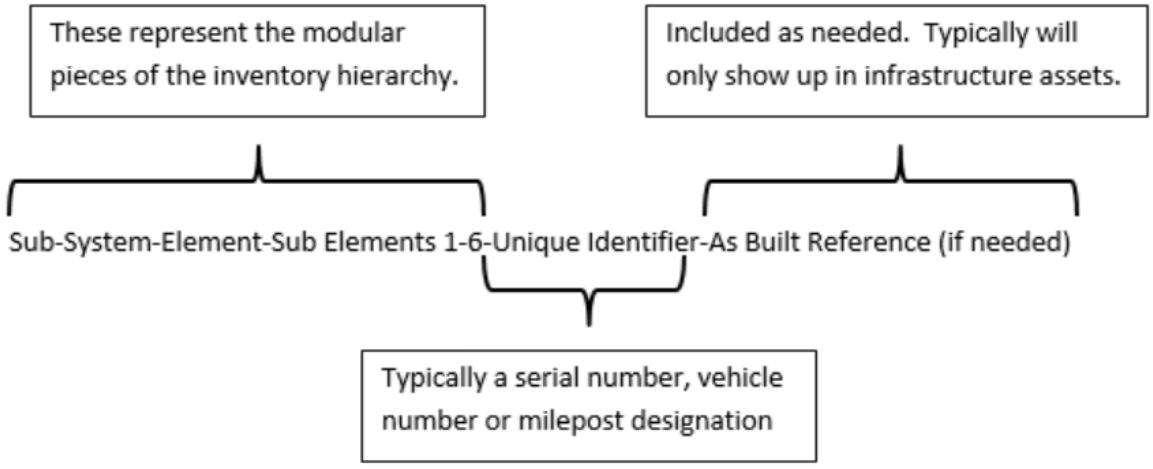


Figure 3- Asset Code Breakdown

Current asset codes will follow the following format. This new format will include the year built to help tell more of a story about the asset for the viewer. This will just be displayed with the year; it will not be displayed as an actual date. For example purposes, the asset code shown above would look like this under the new format:

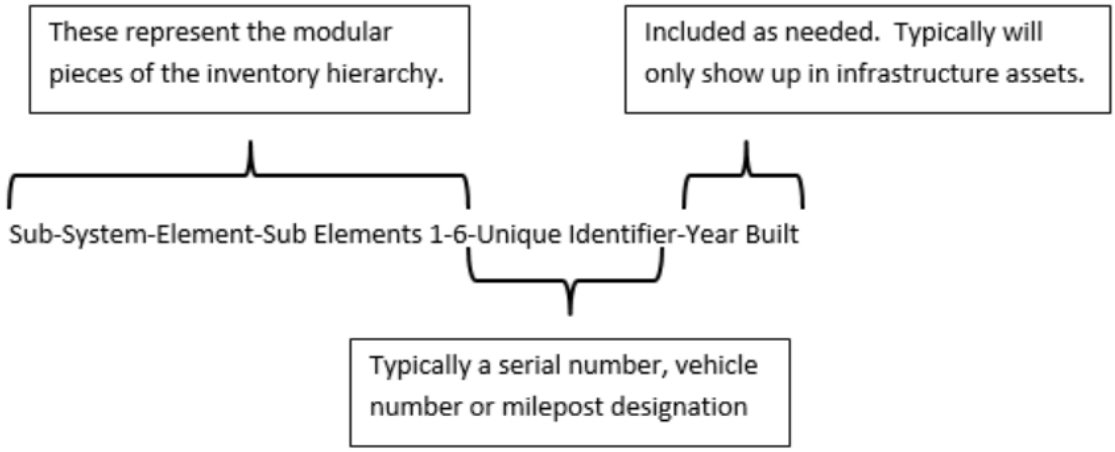


Figure 4- Asset Code Breakdown

Example of a Current Asset Code:

CRS-GW-BT-TT-23.43-2012 (The asset is a piece of tangent (straight) track on the Commuter Rail South line at milepost 23.43)

- CRS = Commuter Rail South
- GW = Guideway
- BT = Ballasted Track
- TT = Tangent Track
- 23.43 = Milepost
- 2012= Year the asset was built

Year Built

The Year Built category refers to when an asset was built, not when the asset was put into revenue service. Because the SGR Rule was published after the majority of UTA's rail infrastructure was added, in some cases the date an asset went into revenue service may be the best date. In the future, efforts can be made to work with contractors proactively to identify the date key assets are actually constructed and put into revenue service.

This element is critical since many assets involve an age-based condition rating system. To function in this system, UTA must be able to accurately determine the age of an asset. The Year Built date is extracted

from the Manufacture Date, for which the format is MM/DD/YYYY. The format for logging Year Built is YYYY.

Design Life

The design life refers to the expected life span (in years) of an asset when it is designed. In the context of the SGR Final Rule, the Design Life differs from a Useful Life Benchmark (ULB) in that a Design Life was the initial anticipation for how long an asset would last. A ULB is a more realistic life expectancy estimate, in years, attributed to an asset after UTA has had a chance to observe how the asset holds up under operational conditions over a few years.

UTA plans to use this ULB extensively in its long-term budget forecasting. ULB values are adjusted over time based on field evaluations or failure rates. To calculate replacement dates and create forecasts, the asset's age is deducted from the ULB value. That value represents how many years in the future UTA is currently planning on replacing a particular asset. See Appendix B for UTA useful life values for major assets.

This replacement planning is consistent regardless of the condition assessment approach. While some assets may only require tracking the age, those assets requiring actual condition inspections will also have a design life accurately reflecting the projected replacement year.

It should also be noted that there are some assets that UTA will likely not replace. These assets include items like major facilities or rail guideway assets like ballast and ties. Those items will rely instead on more increased capital maintenance funding to extend the life of those assets as long as possible until the only option is to replace them, if that ever comes.

Additional Inventory Categories

Table 1 lists all the inventory categories UTA uses to create its TAM inventory. It also contains a list of items UTA needs to track relative to the Continuing Control requirement needed for Grants Management. While not all Continuing Control categories are applicable to non-federally funded assets, UTA strives to capture as many of those categories as possible to capture as much data about an asset as possible. Not all fields are applicable to all asset types.

TAM Inventory Categories	Continuing Control Categories
Unit Number	Asset Description
TERM Code	Identification Number
Parent Asset Code	
Asset Code	Federal Award Identification Number (Grant Number / Name)
UTA Sub-System	Acquisition Date
Element	Cost
Asset Description 1	Percentage of Federal Participation
Asset Description 2	Responsible Service Unit
Asset Description 3	Location
Additional Remarks 1	Use and Condition

TAM Inventory Categories	Continuing Control Categories
Additional Remarks 2	Useful Life (Months)
Additional Remarks 3	Disposal Date
Milepost	Disposal Amount
Station Location (Begin)	Method Used to Determine Fair Market Value
Station Location (End)	Equipment Title Holder
Manufacture Date	
Quantity	
Quantity Unit	
Year Built	
Design Life	
Age	
Remaining Life (Calculated)	
TERM Condition Rating (Calculated)	
UTA Condition Rating (Observed)	
Unit Replacement Cost	
Replacement Cost	
Construction Drawing Reference	
X-Coordinate(s)	
Y Coordinate(s)	
Unit Cost Year	
Replacement Date	
Agency Project Category	
Agency Project Description	
In-Service Date	

Table 1- Inventory Elements

Part IV- Condition Assessments

Condition assessments relate directly to the performance measures required under the TAM Final Rule. The rule states this section of the TAM Plan is to be a condition assessment of those inventoried assets for which a provider has direct capital responsibility. A condition assessment must generate information with sufficient detail to monitor and predict the performance of the assets and to inform the investment prioritization.

Condition assessments for the facility assets are in Appendix M. They will be completed every four years and added to the plan in Appendix M upon completion. The rest of this section will describe how condition ratings and the methods will translate into the performance measures required by the FTA TAM Rule.

Performance measures are based on either age or condition combined with the performance of an asset. Based on the condition of its assets and the condition assessment method, Table 2 below outlines the categories on which UTA is required to report.

Asset Categories	Condition Assessment Method	Determining Factor
Revenue Service Vehicles	Age Based	Is vehicle older than its established ULB? Counted as a percentage per fleet of vehicles that exceed an established ULB.
Non-Revenue Service Vehicles	Age Based	Is vehicle older than its established ULB? Counted as a percentage per fleet of vehicles that exceed an established ULB.
Facilities (Administration, Maintenance, Passenger Stations, Parking Lots & Parking Structures)	Condition Based	Physical Inspection of these items.
Infrastructure	Performance Based	Relates to Rail Infrastructure. Calculated percentage of track segments with performance restrictions.

Table 2 - Condition Assessment Table

UTA will utilize the Ten-Year Plan to deliver the investment prioritization information. This plan allows stakeholders to provide information to the decision makers regarding risks that can be expected should the project not be funded. At UTA, the SGR Team has always believed in order to provide a benefit to the agency, a financial output is needed. This output needs to provide a brief but realistic portrayal of the risks decision makers need to weigh when they are allocating budgets. For the budget projections to be of value, it is critical that the highest level of decision makers believe and support the data provided. If there is a lack of trust and belief in the system outputs, asset management will become a box to check but the data will not add value or be used in making decisions.

Useful Life Benchmarks (ULBs)

A Useful Life Benchmark (ULB) refers to an expected life value for an asset. In the context of the Transit Asset Management Rule, it provides a benchmark indicating when an agency feels it should replace an asset. This should not be seen as a minimum value of the asset, rather it should be seen as a realistic value. In the most basic terms, assets with ages exceeding an established ULB value for that asset class would be considered out of a State of Good Repair, and conversely, in the agency's backlog.

The Capital Asset Controls team and Grants departments also use a similar term in their efforts as it relates to FTA circular material. In their world, ULB may refer to a minimum age value for an asset class for which an agency would not be required to repay the FTA should UTA choose to dispose of an asset early. In some instances, these values for Accounting and TAM may be identical. In other instances, they may vary. When setting the ULBs for assets, the SGR group should consult with the Capital Asset Controls team and Grants groups to ensure they are not setting a ULB conflicting with other governing documents. Conflicting ULB would be defined as a TAM ULB being set below that of what is defined in a grant agreement. It is ok to have a different useful life than what may have been in a grant vs what is identified

for TAM purposes, however, setting a TAM useful life below that which is existing in a grant agreement would present some issues and needs to be properly planned for when defining a capital project.

In a TAM context, agencies are allowed to shift the ULB if they so choose. Should UTA decide to do this, it will need to justify the reason behind the shift and be able to provide some level of confidence that the shift will not extend the ULB value beyond UTA's realistic expectations. This shift would be communicated in the NTD narrative document reported each year as part of the A90 form submission.

FTA Useful Life Benchmark Cheat Sheet

For vehicles, the FTA provides ULB values. The link is:

https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-11/TAM-ULB-CheatSheet.pdf

Table 3 is a list summarizing the UTA vehicle fleet.

NTD Code	Vehicle Type	FTA Default ULB (in years)	UTA Value (Can be a Range)
AB	Articulated Bus	14	14
AO	Automobile	8	8
BU	Bus	14	12 - 18
CU	Cutaway Bus	10	8
LR	Light Rail Vehicle	31	25 - 30
MV	Minivan	8	6 – 8 *
RL	Commuter Rail Locomotive	39	40
RP	Commuter Rail Passenger Coach	39	40
SR	Streetcar	31	30
SV	Sport Utility Vehicle	8	8
VN	Van	8	6 – 8 *

***Excessive/accelerated mileage may drive earlier replacement**

Table 3 - ULB Table for Vehicles

TERM Scale

The TAM Rule requires agencies to use the 1-5 TERM scale. Below (Table 4) is a description of the rating:

Rating Value	Description	Useful Life Used
5.0	Excellent	0% - 10 %
4.0	Good	11% - 50%
3.0	Adequate	50
2.5	----	100%
2.0	Marginal	> 100%
1.0	Poor	> 100%

Table 4- TERM Condition Rating Definitions

The FTA requests condition ratings as integer values. UTA will use decimal points up to the hundredth place to provide greater granularity and perspective to the true condition rating of an asset.

According to the rule, an asset is in an SGR if its value is 3 or greater. Values are allowed to be rounded to the nearest whole value for reporting purposes. By extension – the absolute lowest condition rating an asset may be rated at and still be considered in an SGR is 2.50. Anything below that would be considered out of an SGR.

Revenue Service Vehicles

The high-level description for what generates the performance measure target value reported annually to the FTA for rolling stock is the percentage of revenue vehicles within a particular asset class having either met or exceeded their ULB. In other words, the measure is the percentage of vehicles within a particular asset class that are as old or older than the ULB against which they are measured. Figure 5 below provides an example of a light rail vehicle. It shows an age range and what a decay curve could look like.

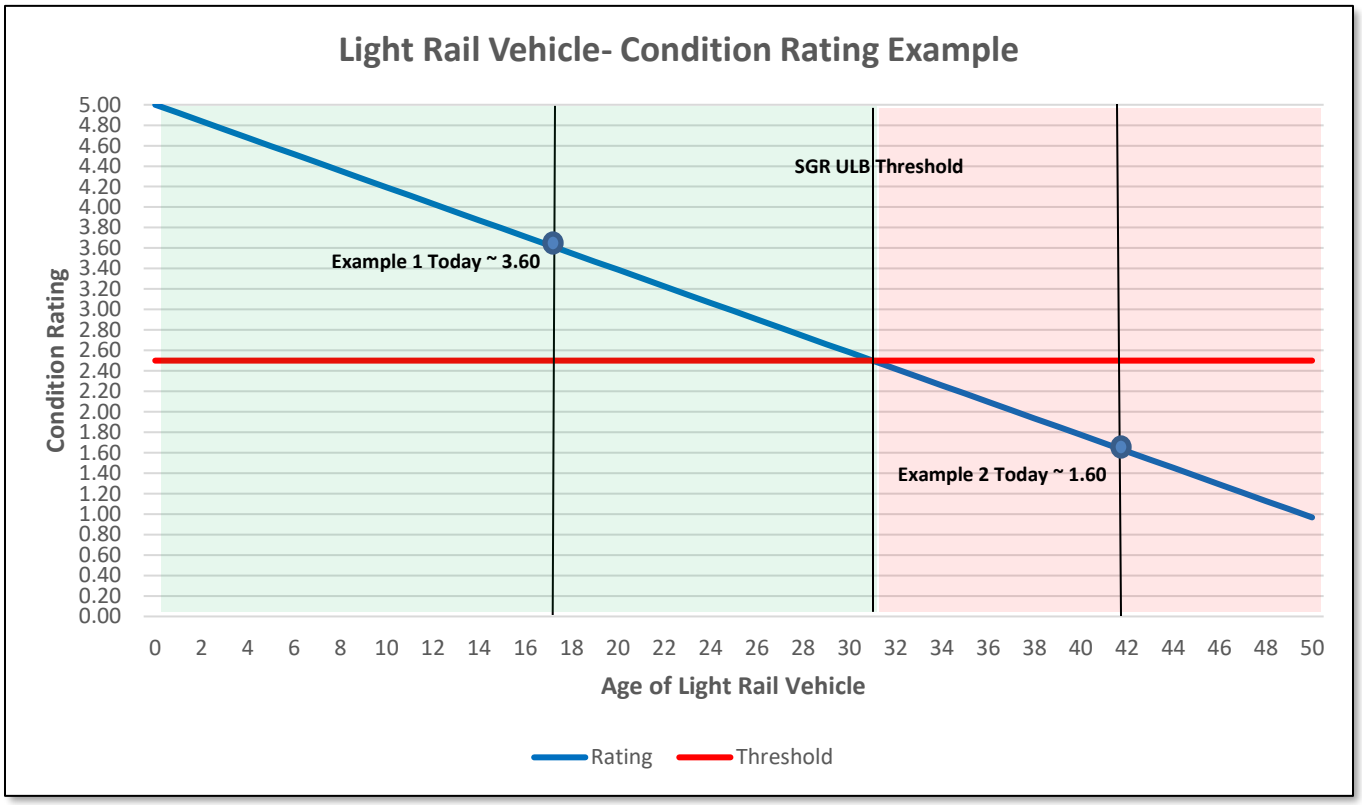


Figure 5- LRV Useful Life Example

The area in green reflects a period of time equal to the ULB for which an asset may be considered in an SGR. The area in red reflects the period of time for which an asset might be considered below an SGR. In this case, 31 years is the threshold level. In an age-based system, the asset, represented by the dot, tracks down the deterioration rating curve towards the ULB threshold. This timeframe is represented by the point where the blue and red lines intersect and where the green and red fields share a border.

According to Figure 5, because the asset in Example 1 is to the left of the ULB threshold and above the threshold, it would be counted as being in an SGR. In Example 2, because the asset is 42 years old and falls below the minimum threshold line, it would be considered out of a SGR and would be counted towards the percentage of assets in this asset class out of a SGR, or in the backlog.

This approach will be used for the calculation of performance measures for all revenue vehicle fleet types regardless of mode. A final list of performance measures exists in Appendix D and will be updated annually.

Non-Revenue Service Vehicles

The FTA Final TAM Rule also requires agencies provide feedback on non-revenue service vehicles, with all requirements pertaining to Revenue Service Vehicles applying as well. Vehicle fleets for this category would refer to the function of the vehicle.

These vehicles will be measured against an age-based condition rating scale based on the fleet/type of the vehicle. As is the case with Revenue Vehicles, UTA can modify the ULB of the vehicle type with justification. (Table 5)

NTD Code	Vehicle Type	FTA Default ULB (in years)	UTA Value (can be a range)
AO	Automobile	8	8
MV	Trucks & Other Rubber Tire Vehicles	14	14 - 20
N/A	Steel Wheel Vehicles	25	25 - 50

Table 5- NTD Category and Useful Life Values

Based on discussions with NTD Analysts, the Automobiles classification is meant to cover vehicles like sedans, two-door coupes, hatchbacks, or like vehicles. Vans, SUVs and trucks are meant to fall under the Trucks & Other Rubber Tire Vehicles classification.

Facilities

The items required by the FTA Final TAM Rule to undergo an actual physical condition assessment belong to the Facilities category. The Rule is specifically aimed at Administration and Maintenance buildings as well as Passenger Stations and Passenger Parking facilities.

The guidebook for facility condition assessments is provided in Appendix E. This document should be viewed as a help to produce the facility condition rating.

UTA facility condition assessments will be completed in-house by UTA employees every four years. These inspections will be housed on UTA's network with the overall observed condition rating being entered into JD Edwards.

Standardized facility assessments promote efficiency and consistency among the condition rating evaluations. The FTA allows agencies freedom to establish approaches for performing condition ratings. A sample of the forms being used is provided in Appendix J.

Condition assessments will allow UTA to plan its capital replacement budget for facilities based on these assessments.

The performance targets UTA will be reporting to the FTA regarding facility conditions are a percentage of a facility type that have an overall condition rating of 3 or less.

Infrastructure

The method required for reporting by the FTA relative to the calculation of the infrastructure performance measure is unique. Rather than considering actual rail condition as determined by rail geometry characteristics or some other physical observation, the performance measure is a calculation reflecting the number of slow orders in place and the effect those performance restrictions have on UTA's rail systems.

The calculation method will be based on the number of performance restrictions in place on the first Wednesday of each month at 9:00 am. Rail Operations Controllers supply the SGR group with a list of performance restrictions open at that time and the SGR group consolidates these restrictions into a single list. At the end of the year, the SGR team will calculate the overall value for the year reflecting the performance target for reporting to the FTA.

UTA has established Infrastructure Performance Targets for its different service lines. There are metrics in place for:

1) Commuter Rail
2) Red Line- Light Rail
3) Blue Line- Light Rail
4) Green Line- Light Rail
5) S-Line

To perform these calculations, the SGR team has broken up the alignment into sections called track segments. A track segment list is included in Appendix G. Light rail and streetcar track segments are from interlocking to interlocking. Commuter Rail is similar; however, a segment goes from station to station. The areas wrapping around a station are a segment and the area between the stations is a segment.

To generate the calculation, the total number of track miles being affected by the performance restrictions are tallied monthly and stored over the course of the year. At year end, those lengths will be averaged and a Year-to-Date measure determined.

In addition, the number of track segments affected by performance restrictions each month will be divided by the total number of track segments in UTA's system. At year end, this percentage will be averaged over the year and this value will be reported to the FTA.

Part V- Analytical Process for Estimating Needs over Time

General Approach

There are many tools available to UTA to aid in the estimation of capital needs over time for assets tracked under the TAM Rule. The performance measures outlined by the TAM Rule provide a starting point. These performance measures are determined by age, condition, and performance characteristics of UTA's assets.

Figure 6 illustrates the process assets should follow to develop these needs projections over time. Beneath the chart, there will be more in-depth explanations for asset categories dealing with specific performance measures required by the FTA.

All assets should be assigned a useful life value. In any effective asset management system, assets, regardless of the condition determination method, should have a baseline useful life value established. In UTA's system, the goal is for the condition rating of assets to deteriorate according to the useful life projection to which they are assigned. These condition ratings will be tied to the TERM 1-5 condition rating scale. As assets approach a value of 3, UTA will physically verify the actual condition of the asset. If UTA recognizes a pattern of premature failures, it may choose to update all the assets of a particular asset class.

At this point, UTA will determine whether the condition rating should be adjusted based on the physical condition at the time of verification. An adjustment in the condition rating also involves an adjustment to the useful life value for that asset. After the condition rating and useful life values have been adjusted, for the adjustment to be fully captured, the budget impacts should be addressed. If the adjustment modifies the SGR Five-Year Plan, adjustments should be made, and the proper individuals notified. For adjustments affecting budget numbers outside the SGR Five-Year Plan window, no action is required.

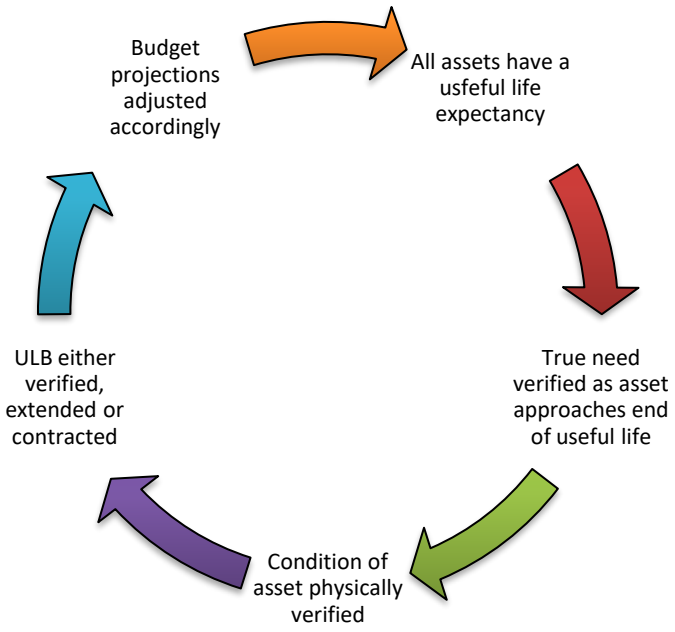


Figure 6- Condition Verification Approach

Data Consolidation

Figure 7 below outlines the data sources considered from the different asset categories and how they will be evaluated and processed into the SGR Five-Year Capital Plan:

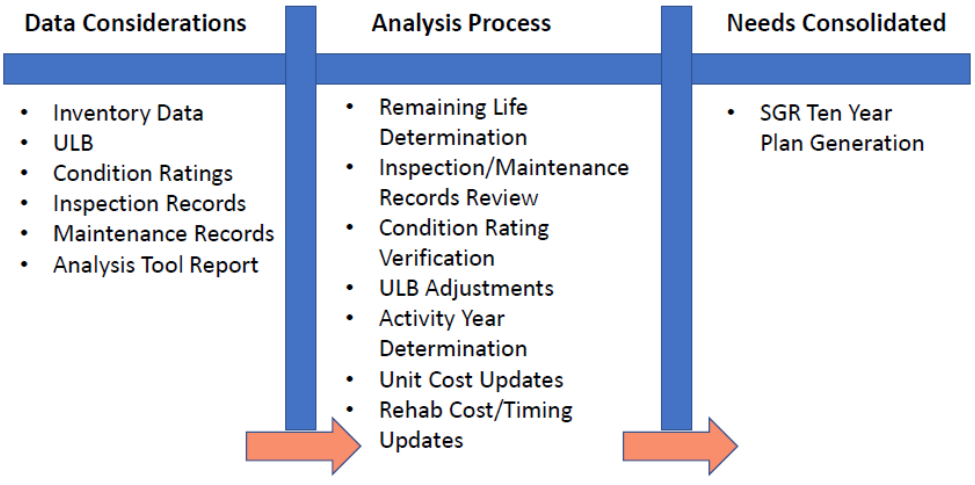


Figure 7- Asset Information Flow

Revenue Service Vehicles

The long-term maintenance of revenue vehicles involves designated overhaul intervals over the course of a vehicle's useful life and culminates in the replacement of the asset at the end of its useful life.

Since revenue vehicles are evaluated on a time-based schedule, determining the proper timing for these overhaul cycles can be more easily planned. These overhaul cycles can be more narrowly defined to specific projects. The intent of this section is to highlight which revenue vehicles are or should be included in a particular overhaul cycle.

Revenue vehicles and efforts programmed for their capital maintenance and replacement in the current 2024 SGR Five-Year Plan account for 68% of the forecasted need as seen in Figure 8. Fifteen percent of that figure is allocated to replacing and/or rehabbing rail vehicles. UTA's light rail fleet consists of SD100s, SD160s, and S70s acquired in 1999, 2001 / 2003, and 2011 / 2012 respectively. The light rail fleet overhaul projects are underway for the S70 vehicles with expenses allocated for the next several years. In addition, the SD1X0 light rail vehicle replacement project(s) are underway with expenses allocated for the next several years. A copy of the Five-Year Capital Plan for 2024 – 2028 can be referenced in Appendix O.

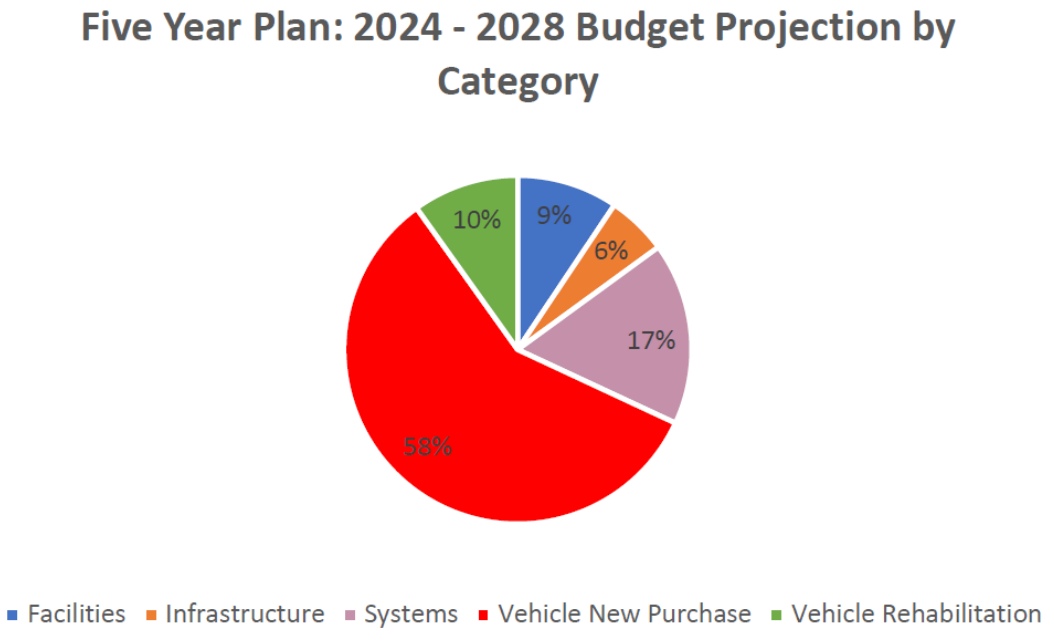


Figure 8- Current Five-Year Plan Budget Percentages

With the Bipartisan Infrastructure Law passed in 2021, UTA accessed and may have access to additional federal funds to replace rail vehicles. There is $300 million available every year for five years beginning in 2022 for SGR and rail vehicle replacement. See figure 9 for details.

Fiscal Year	2022 (in millions)	2023 (in millions)	2024 (in millions)	2025 (in millions)	2026 (in millions)
5337 State of Good Repair	$4,411	$4,483	$4,575	$4,649	$4,743
High Intensity Fixed Guideway Tier	$3,994	$4,064	$4,153	$4,225	$4,316
High Intensity Motorbus Tier	$117	$119	$122	$124	$127
Competitive Grants for Rail Vehicle Replacement	$300	$300	$300	$300	$300

Note: The Bipartisan Infrastructure Law provides both authorized future funding from the Mass Transit Account of the Highway Trust Fund and advance annual appropriations, both of which are included in the table shown above.

Figure 9 – Bipartisan Infrastructure Bill and SGR Funding for Rail Car Replacements

Vehicle Program Approach

Programming for vehicle overhauls and replacements needs to account for UTA's capacity to get the work done: either completed in-house or contracted out, its production rate per year and the length of time needed to complete the overhaul cycle for an entire fleet. Vehicle overhaul managers will have the flexibility they need to establish this programmatic approach. Since overhauls are now considered to be a part of the lifecycle activities of the major revenue vehicle classes, they will be ongoing, and to be consistent with the programmatic budget approach, overhauls can better be accounted for in the five-year plan. This approach utilizes lessons learned based on past experience and allows UTA to better target a consistent annual funding amount that can be supported by data and is more in line with UTA's capacity to perform the work.

Rail vehicle overhauls are completed via a component overhaul program. There are certain components associated with different overhaul phases. Major components can be rebuilt and warehoused until they are needed. When components designated for replacement as part of a particular overhaul schedule come due for replacement, they will be pulled off the vehicle and replaced with a recently rebuilt component. At that point, the pulled item should be evaluated and either disposed or refurbished. In the event the item is disposed, the Overhaul Manager will determine if a replacement component is required to maintain the appropriate component float. This approach will help minimize downtime for required capital maintenance efforts.

Vehicle replacement activities will be programmed by the Vehicle Overhaul Manager. The Vehicle Overhaul Manager will work with the SGR Manager to program the replacements of these vehicles and reflect them in the SGR Five-Year Plan. UTA will set its ULB to reflect the beginning of the cycle for which it anticipates the rail vehicle replacement.

Light Rail Vehicle Replacement Strategy

UTA is pursuing a discretionary grant opportunity for the replacement of the current SD100 & SD160 fleets over the next several years, approximately (2023-2028). TAM priorities were updated based on the NOFO requirements released 12 October 2022, after the first TAM Plan update was required per the TAM CFR regulation. The ULB for the SD fleet vehicles has been updated to 25 years from the initial value of 30 years. There are three major justifications for this ULB update:

1) Expensive Future Overhaul Efforts – the older SD100 vehicles currently use a DC propulsion system. As part of any rehab program for extending the useful life value of these vehicles, it would require a costly update to convert this system to a more reliable and better performing AC propulsion system, similar to what is currently in use on the SD160 vehicles. In addition to this activity, other costly efforts will need to be performed to extend the useful life of these vehicles out for an additional 10 years. The estimated cost for these life-extending overhaul activities is above $100 million in the aggregate.

2) Accessibility – SD100 and SD160 vehicles require high-block boarding for ADA patrons. These high-block platforms add extra effort these riders need to perform to board the vehicles. This also requires operators to exit their cabin and lower a manual loading ramp so the rider can board the vehicle. This adds dwell-time at each station and provides an extra burden to these riders and UTA's operators. By providing a low-floor vehicle to replace these existing high-floor vehicles, UTA will provide level boarding options for all its patrons across the entire light rail system. This will provide additional rider accessibility benefits to UTA patrons, improve operational efficiencies, and provide consistency in how UTA's riders can access the Light Rail system.

3) Finally, Salt Lake City won the 2034 Winter Olympic Games bid. Replacing the SD fleet will ensure LRVs are reliable while providing enhanced accessibility in time for those Olympics.

The project prioritization for the LRV Replacement Project can be seen in the SGR Project Prioritization Matrix (Appendix N). Further rehabbing the SD fleet would provide a 10-year life extension with an estimated $100 M cost as compared to being able to purchase newer vehicles for $120M. UTA anticipates being able to get 2.5 to 3 times the life out of the new vehicles that it would expect to realize by spending twice the amount of money for the vehicle replacement as opposed to funding the life-extending overhaul project.

Non-Revenue Service Vehicles

Non-Revenue Service Vehicles performance measure is also age-based. For these vehicles, UTA should follow recommended maintenance guidelines for maintaining these vehicles, however, in most cases there will not be an overhaul effort for the vehicles.

The main capital effort relating to these vehicles will be vehicle replacement according to their ULB. Mileage accumulation will also be considered.

Some vehicles falling into this category could garner capital maintenance rehabilitation funding. These vehicles are generally related to the specialty vehicles like rail infrastructure maintenance equipment.

These assets typically have a longer useful life and are very expensive. As with revenue vehicles and to be consistent with the programmatic budget approach, rehabilitation can better be accounted for in the ten-year plan as an Annual Capital Maintenance (ACM) value.

Table 6 is a table of UTA's different Non-Revenue Service Vehicle types. This table also outlines if UTA anticipates significant ACM funding should be provided for these vehicles to meet the ULB. The Police Vehicle Replacement project will be discussed more fully later in this section.

Vehicle Type	Project Code	Capital Funding SGR Buckets
Non-Revenue Vehicles	REV205	Replacements
Specialty Vehicles	REV242	ACM/Replacements
Ancillary Equipment/Vehicles	REV241	Replacements
Police Vehicle Replacement	FMA543	Replacements

Table 6 – Non-Revenue Vehicle Capital Activity Chart

UTA has centralized all non-revenue vehicle responsibilities into one team, except for the Police vehicles, and adopted a centralized fleet management approach. This approach allows UTA not only consolidate non-revenue vehicle lifecycle responsibilities into one group, but to apply procedures correcting practices that might have increased the use of vehicles well past their useful life values. In addition, this approach has the following benefits, including many SGR activities such as vehicle maintenance schedules and replacement cycles:

- Total Cost of Ownership (TCO) Model:

  The TCO Model is utilized in conjunction with vehicle age and mileage guidelines to determine the optimal strategy for managing non-revenue vehicles. This includes decisions on downsizing, reassigning, or replacing vehicles.

- Vehicle Utilization and Pool Structure:

  Non-specialized non-revenue vehicles with lower utilization rates are transitioned to a vehicle pool structure. A minimum Vehicle Miles Traveled (VMT) threshold and a baseline of operations for each department have been defined to justify vehicle assignment versus inclusion in the pool.

- Fleet Replacement Cycle:

  A Fleet Replacement Cycle has been established based on age and mileage guidelines for vehicles.

- Ongoing Review and Coordination:

  Continuous review of departmental needs, vehicle utilization, and planned replacements is conducted in coordination with department managers to ensure alignment with operational requirements.

Replacements for non-revenue vehicles will continue following an evaluation process where multiple characteristics of the vehicle are considered relative to age, usage, etc. to determine where the greatest

need lies. If the vehicle still appears to be in good condition, the condition rating value will be adjusted to more accurately reflect the true condition of the vehicle and provide a more accurate replacement date projection. If the vehicle is deemed to need a replacement, the capital funding will be requested. Vehicle managers may use other tools they develop to help determine the priority of the replacements.

Police Vehicles

UTA operates its own Police Department. Due to the high usage and high mileage accumulation these vehicles endure, they are managed using a different ULB and mileage range. The Police Department manages their fleet. They receive capital funding on an annual basis to replace a certain number of their vehicles. Due to the high usage of the vehicles, their ULB range is more frequent than other non-revenue service vehicles at UTA. Their ULB range can be as low as every 5 years and would typically range from 5 – 8 years depending on performance and mileage accumulation.

Police vehicles are also a great candidate for the 5307 safety and security funding requirement. This requirement states UTA is to spend 1% of the funding it receives for the 5307 formula funds on safety and security projects. These vehicle replacements typically meet that requirement

Facilities

Overview

Facilities are the only asset class where the condition rating determination method is based solely on a physical inspection. The FTA requires condition rating inspections for maintenance, administration, passenger station and passenger parking facility assets minimally once every four years. Qualified Facilities Journeyist personnel having an adequate understanding of facility elements being inspected should conduct these condition inspections.

To maintain process integrity, SGR staff will annually audit 10% of submitted condition inspections and verify the supplied condition ratings. SGR staff will document their findings and return the previously submitted condition rating inspection report with their comments to the Facilities Manager to address comments and modify applicable condition ratings. Updates and condition ratings will be maintained in JD Edwards.

Condition Rating Table

Table 7 outlines the FTA TERM Condition Rating Scale and the description of the rating value to be used in the condition rating table.

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or

Rating	Condition	Description
		deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life

Table 7 - Condition Rating Descriptions

Quadrennial Condition Assessments

Currently, UTA has 268 facilities it believes qualify for these condition assessments. These assets are summarized in the Table 8:

FACILITIES	Number
Beck Yard	1
Bus Rapid Transit Station	71
Central	6
Commuter Rail Station	17
Depot District	6
Frontline Headquarters	1
Jordan River Service Center	3
Light Rail Station	60
Meadowbrook	12
Midvale	4
Mobility Center	1
Ogden	6
Park and Ride	47
Parking Structure	3
Police Station	3
Riverside	6
Roadhouse	1
Semi Service	1
SLC Intermodal Hub	4
Timpanogos	11
Tooele Bus Garage	1
Warm Springs (UP Diesel Shop)	1
7200 S Building	1
Provo CS	1

Grand Total	268

Table 8 - Facilities Condition Assessment Count

Inspection Points of Focus

Below (Figure 10) is an example form that UTA is currently using for its facilities condition inspections:

UTA

Date: **Inspected By:**

Campus: **Facility Name:**

Unit #: **Overall Average Condition** **2.93**

ID	Category	Sub-Category	Condition 1	2	3	4	5	Percentage Sum	Weighted Score	Average Condition
	Section 1: Applies to Admin/Maintenance Buildings Only									
1	Building Substructure	Foundation, Basement, Superstructure							0.00	0.00
2		Exterior Walls/Envelope							0.00	0.00
3		Exterior Windows							0.00	0.00
4		Exterior Doors							0.00	0.00
5		Roof(Surface,Drain System)							0.00	0.00
6		Skylights							0.00	0.00
7	Building Interior	Partition Walls							0.00	0.00
8		Flooring							0.00	0.00
9		Ceilings							0.00	0.00
10		Interior Doors							0.00	0.00
11		Furnishings							0.00	0.00
12	Conveyance	Elevators & Escalators							0.00	0.00
13		Interior Stairs							0.00	0.00
14		Exterior Stairs							0.00	0.00
15	Plumbing	Drains, Fixtures, Pipes/Valves							0.00	0.00
16	HVAC	Equipment (Heating, AC, Ventilation/Air Handling, & Controls)							0.00	0.00
17		Distribution System							0.00	0.00
18	Fire Protection System	Wet/Dry Systems, Controls, & Emergency Systems							0.00	0.00
19	Electrical	Service, Panels, Wiring, & Outlets/Switches							0.00	0.00
20		Security & Data/Comm							0.00	0.00
21		Emergency Systems (Generator, UPS)							0.00	0.00
22	Building Equipment	Air Compressors, Sump Pumps, & Ejectors							0.00	0.00
23	Maintenance Bays	Maintenance Bays (general)							0.00	0.00
24		Bay Doors							0.00	0.00

25	Shop Equipment	Wastewater Treatment (Sand, Interception, Oil/Water Separations, Water Treatment)							0.00	0.00
26		Paint Booth							0.00	0.00
27		Fuel Systems/Fluid Distribution							0.00	0.00
28		Cranes							0.00	0.00
29	Vehicle Wash	Floor / Substructure							0.00	0.00
30		Drainage							0.00	0.00
31		Building Structure							0.00	0.00
32		Arch/Frame/Gantry							0.00	0.00
33		Bay doors							0.00	0.00
34		Brushes							0.00	0.00
35		Tanks							0.00	0.00
36		Pump							0.00	0.00
37		Water Lines							0.00	0.00
38		High Pressure Nozzles							0.00	0.00
39		Underfloor/Blow-down Cleaning Equipment							0.00	0.00
40		Lighting							0.00	0.00
41		Blower (Veh Interior)							0.00	0.00
42		Dryer							0.00	0.00
43		Vehicle Conveyors							0.00	0.00
44	Fueling Station	Floor/Substructure							0.00	0.00
45		Drainage							0.00	0.00
46		Structure/Roof							0.00	0.00
47		Arch/Frame/Gantry							0.00	0.00
48		Bay doors							0.00	0.00
49		Bollards							0.00	0.00
50		Fuel Tanks							0.00	0.00
51		Fuel Pumps, Fuel Lines							0.00	0.00
52		Lighting/Electrical							0.00	0.00
53		Safety Systems							0.00	0.00
54		Securing Systems (Including "payment")							0.00	0.00
55		Fencing							0.00	0.00
56	Site	Storm Water System							0.00	0.00
57		Pavement (Roadways/Driveways, Transit Vehicular, Passenger Vehicle Parking)							0.00	0.00
58		Landscaping & Grounds							0.00	0.00
59		Fencing							0.00	0.00
60		Lighting							0.00	0.00
61		Parking Lot Surface							0.00	0.00
62		ADA Access & Equipment							0.00	0.00

63		Sidewalks							0.00	0.00
	Section 2: Applicable to Stations, Park and Rides / Structures only									
64	Stations/Canopies	Canopy Foundation			100			100	60.00	3.00
65		Station Deck			100			100	60.00	3.00
66		Station Tactile							0.00	0.00
67		Station Benches		30	70			100	54.00	2.70
68		Canopy Handrails							0.00	0.00
69		Canopy Glass		50	10	40		100	58.00	2.90
70		Canopy Roof			100			100	60.00	3.00
71		High Block/ADA access			100			100	60.00	3.00
72	Conveyance	Elevators & Escalators							0.00	0.00
73		Exterior Stairs							0.00	0.00
74	Plumbing	Drains, Fixtures, Pipes/Valves							0.00	0.00
75	HVAC	Equipment (Heating, AC, Ventilation/Air Handling, & Controls)							0.00	0.00
76	Fire Protection System	Wet/Dry Systems, Controls, Emergency Systems							0.00	0.00
77	Electrical	Service, Panels, Wiring, & Outlets/Switches							0.00	0.00
78		Security & Data/Comm							0.00	0.00
79		Emergency Systems (Generator, UPS)							0.00	0.00
80	Site	Sidewalks/Bus Dropoff/Concrete		30	70			100	54.00	2.70
81		Snow Melt (if equipped)							0.00	0.00
82		Lighting (Platform &Parking)			100			100	60.00	3.00
83		Parking Lot Surface: Striping							0.00	0.00
84		Parking Lot Surface: Asphalt							0.00	0.00
85		Drainage/Storm Drains			100			100	60.00	3.00
86		Fencing							0.00	0.00
87		Landscaping & Grounds			100			100	60.00	3.00
88		Plumbing (Irrigation)							0.00	0.00
89		Air Compressors, Sump Pumps, & Ejectors							0.00	0.00

Figure 10- Facilities Condition Assessment Example

The calculation works as follows:

1) The weighted score is a value that reflects the percentage of the item in a particular condition state. This condition score is equivalent to the TERM Scale. The percentage, expressed as a whole number on a scale from 1-100, is multiplied by the corresponding condition score.
2) The Average Condition for the individual elements is calculated by multiplying the weighted score by .01 and then multiplying that by 5.

3) The overall average condition score at the bottom of the page is than calculated by taking the average of all the elemental Average Condition scores.

Facility Planning

Future facilities SGR projects will be coordinated between the Facilities Manager, Manager SGR, and Facilities Development Supervisor. Additionally, UTA's Facilities Development group purchased and is installing/configuring a product from AECOM's Asset Management Division to use as a facility master planning tool. The majority of major facilities SGR work will be included in UTA's Strategic Facilities Master Plan.

Equipment Assets

The TAM effort focuses on equipment assets used in the provision of public transportation with a cost greater than $50,000. This includes all non-revenue vehicles regardless of cost. Non-Revenue vehicles are addressed in a separate section. This section refers to the other equipment assets.

Equipment assets typically include assets such as shop equipment. Due to the nature of the prioritization models, these items typically score low on the priority list, mostly due to the fact they are not customer facing. UTA, however, recognizes that these assets are important to the UTA operation so it allocates a block of funding dedicated to the rehab and replacement of these assets where the responsible project manager can use this dedicated funding to replace or rehabilitate as many assets as possible with that available funding.

To aid in the decision-making process as to what assets will be replaced, the SGR team provide the project manager with an updated list each year of the assets that are due for replacement.

Guideway

Overview

Calculating the needs for the Guideway Infrastructure will revolve around useful life values for infrastructure elements, geometry readings, maintenance records, and ride quality analysis. Each element will be considered individually and as a collective total.

Useful Life Values

UTA established useful life values for different infrastructure elements relating to rail corridor track, signaling systems, and electrification systems. Similar to the useful life method described earlier, as assets approach the condition rating of 3 in a time-based condition rating system, UTA will physically inspect the asset in question to determine the need. If the need is warranted, the condition rating will be validated, and the need will be documented. If the need is not warranted, the useful life will be extended, and the process repeated when the asset again approaches the condition rating of 3.

The SGR team will compile a report each year to identify which assets are approaching their projected replacement dates. This report will provide the basis for programming and verification efforts for that year.

There are some components, particularly electrical components and signaling components that can be inspected but may not show signs of imminent failure. There may be instances where UTA elects to extend a useful life value on those components. This should be done after sufficient due diligence occurs.

The SGR Team will group the assets deemed eligible for replacement or rehabilitation into projects and submission for budget consideration.

Geometry Records

UTA hires a third-party contractor periodically to fulfill its required FRA geometry tests. The SGR team will consult with the MOW Track group regarding those findings to track occurrences over time. These geometry tests tell UTA if the track is in a sufficient enough condition to operate the trains at the designed class speed.

After issues are reviewed and the correct fix determined, managers will decide whether the fix can be addressed through a routine maintenance practice or a capital project. If a capital project is required, the SGR team will work with the appropriate managers to develop and include it in the SGR Five-Year Plan.

Ride Quality Analysis

UTA has made purchases which will help in the gathering of track geometry data and in maximizing the tamper productivity. UTA has also acquired an accelerometer system on its locomotives as an added benefit of a recently installed health monitoring system, enhanced track tamping equipment, and a linear asset analytical tool to help monitor, maintain, and improve ride quality for its rail infrastructure. UTA purchased a separate accelerometer system that can be transferred between rail vehicles and can calculate the ride quality compared against the ISO ride quality standard.

The ride quality analysis will happen in a two-pronged approach:

Tamper Practices

UTA converted a hi-rail vehicle to a modified track geometry vehicle and upgraded the control system on its rail tamper. The tamper system can accept geometry data from the hi-rail vehicle and determine its tamping program based on that pre-run data. With the tamper equipment upgrade, UTA can gather geometry data more frequently and also maximize the tamper productivity. This will not include all the geometry data the 3rd party vendor gathers but it should provide enough data to assess the geometric condition is of its rail infrastructure.

In addition to being a benefit of the tamper system upgrade, UTA will be able to gather geometry data almost on demand at an increased frequency which expands UTA's ability to determine the effectiveness of its maintenance efforts in a particular area over time.

Accelerometer Efforts

UTA is also experimenting with accelerometer data to determine ride quality. The idea is to use these systems to ride the lines, determine locations with ride quality issues, and compare runs over time classifying ride quality issues as persistent or resolved through UTA's maintenance efforts.

These accelerometer readings are measured against established ride quality thresholds used by the FRA as well as ISO ride quality index standards (such as an ISO 2436) to determine problem areas. With problem identification, the tamper can be used to pinpoint the issue and develop a plan to smooth out the area. After the tamper finishes, UTA can conduct a ride quality run verifying problem mitigation. UTA's Maintenance of Way service unit uses the accelerometer at least twice per year.

Part VI - TAM Plan Implementation Strategy

To implement a strategy, there must be a defined outcome or goal the agency hopes to obtain through its coordinated efforts. The defined goal is an accurate budget projection for the SGR Five-Year Capital Plan.

For this to be effective, participants need to be identified, the consolidation point identified, the vetting process outlined, and the prioritization process established. Other key success requirements include finalized budgets as well as project managers who deliver their projects in accordance with their associated 10-year plan documents.

SGR Ten-Year Plan Generation Process

The SGR team takes budget numbers provided by Accounting to create the constrained TERM-Lite runs. Output from this system is used to update the SGR backlog and create Ten-Year plans for infrastructure, facilities, vehicles, and non-revenue vehicles. Once complete, these Ten-Year plans are then used as a source for the Five-Year capital plans, with specific projects addressing SGR needs designated as SGR projects.

The first step to creating the Ten-Year Plan is updating ULB and unit cost values for all assets. Every year, no later than September 15th, the SGR team will send out notifications to all managers responsible for asset replacements reminding them that they must review ULB and unit costs for all their assets. As a second step, no later than November 1st, the SGR team will coordinate reviews and updates to the asset rehabilitation variables. These variables drive rehab cost and timing and are the following: 1) cost – the percentage of the replacement cost required to rehab an asset, 2) quantity – the number of times an asset will be rehabbed before it is replaced, and 3) timing – the percentage of the useful life used at which point the asset is rehabbed. After these updates are complete, the values are updated in JDE and SGR staff runs a TERM Lite run with no budgetary constraints to create an updated SGR backlog. After the initial unconstrained model is complete, SGR staff acquires UTA budget numbers to include in the constrained TERM Lite run.

Output from the constrained TERM Lite run is separated into infrastructure, facilities, revenue, and non-revenue vehicle buckets. For each bucket, the assets are separated into asset types (i.e., grade crossings,

interlockings, curved rail, etc.) and scheduled across Ten-Years by condition rating with the poorest condition assets being replaced first. Assets are listed specifically with location and asset number to aid in asset disposal and replacement asset creation. SGR staff distributes the different Ten-Year plans to the affected groups as well as copies to the Director of Capital Programming & Support, Chief Financial Officer, Chief Capital Services Officer, and the Director of Safety & Security.

UTA's current best practice for implementing SGR projects is to maintain two years of scoped SGR projects. While it might not be advisable to attempt adding a project in less than the two-year standard, emergent issues may require additional SGR projects or reprioritization of upcoming projects.

The Infrastructure ten-year plans for 2025 – 2034 are in Appendix I, followed by the Facilities, Vehicles, and Non-Revenue ten-year plans (also 2025 – 2034).

Elements of an SGR Project

Definition of SGR

UTA has a definition of SGR that it has used for several years. With the publishing of the 2016 Final Rule, the FTA established a definition for SGR. These definitions overlap and are basically the same at the core of the principles.

UTA Definition: An asset is able to operate as intended without limitation or restriction.

FTA Definition: An asset is able to operate at a full level of performance.

To generate a project for inclusion in the overall SGR Five-Year Plan generation, the following elements must be present.

1) The project needs to be a repair, replacement, rehabilitation, or enhancement of an **EXISTING** asset.
    a. Main asset categories are rail infrastructure, revenue vehicles, non-revenue vehicles, facilities, and equipment with a unit cost greater than or equal to $50,000.
        i. Facility categories include the following types:
            1. Administrative Buildings
            2. Maintenance Buildings
            3. Passenger Stations
            4. Passenger Park & Rides
            5. Passenger Parking Structures
        ii. Non-Revenue Service Vehicles include:
            1. Self-propelled vehicles
            2. Specialty maintenance vehicles
            3. Ancillary non-revenue equipment/vehicles such as trailers

2) Project submissions must include sufficient information for readers to have a basic understanding of project goals.
3) Project submissions must also have an associated budget number. If projects are multi-year, the appropriate budget amount for the appropriate year should be given.

If the three criteria cannot be determined from the submission, the submission will be sent back and project proposers can choose to: edit their submission to address the criteria, pursue funding through other funding buckets, or pursue the item another year.

Project Prioritization Process

It should be noted that for SGR funding consideration, a project will compete against other projects designated as SGR projects. Projects not going through the SGR prioritization process will be eligible to compete for capital funds however they will not be able to compete for SGR funds.

After the SGR project list is created, the SGR Manager will meet with the Director of Safety & Security to review UTA's hazard log in an effort to ensure unacceptable safety risks are considered. The deadline for this meeting is January 15th of each year. The output from this meeting will be a list of safety risks, the SGR project to which the risk would be assigned for mediation, and an indicator proving the specific asset is contained in the appropriate 10-Year Plan.

The SGR manager will then ensure the SGR team meets and prioritizes the projects according to the following criteria. In this meeting, the SGR group will assign an initial risk score to the projects being considered and supply the scores to the voting members during the meeting. Each of the criteria below will be rated on a scale of 1-5 (1 being the lowest and 5 the highest) except for criteria five (length of time in backlog). The higher the score, the greater the risk value assigned to the project. Criteria five will be different because it will not be on a one to five scale. The value of this criteria will be equivalent to the number of years the asset is in excess of its established ULB value. This value will help to draw attention to projects that might linger in the backlog.

1) Public safety
    a. 1- No improvement
    b. 2- Minimal improvement
    c. 3- Marginal improvement
    d. 4- Moderate improvement
    e. 5- Significant improvement
2) Operational Schedule/Performance
    a. 1- No improvement
    b. 2- Minimal improvement
    c. 3- Marginal improvement
    d. 4- Moderate improvement
    e. 5- Significant improvement
3) Quality of Life
    a. 1- No improvement

b. 2- Minimal improvement
c. 3- Marginal improvement
d. 4- Moderate improvement
e. 5- Significant improvement

4) Customer Experience
    a. 1- No improvement
    b. 2- Minimal improvement
    c. 3- Marginal improvement
    d. 4- Moderate improvement
    e. 5- Significant improvement
5) Length of time in backlog
    a. The number of years an asset is beyond its useful life
    b. Contained in 10-Year Plans by asset type

These scores will be added to the project matrix and summed together to generate an overall risk score for the project. The SGR Team will then sort the list in order of greatest risk value.

Following the project prioritization, the prioritized list will be submitted to the Director of Capital Programming & Support, the Director of Design & Construction, the Director of Safety & Security, and the Chief Capital Services Officer. This must occur by March 1st with final list produced no later than March 15th based on feedback. The Directors and Chief can then review the prioritization process and make modifications as they see fit. This represents the completion of the SGR project list prioritization and the SGR Five-Year Plan generation. This prioritization effort will be used as an input to the overall project prioritization for the upcoming Five-Year Capital Plan.

This annual process should be completed in advance of capital request submissions. After that, the typical five-year budget process will occur to develop the upcoming Five-Year Capital Plan. That plan will then be submitted to the Executive Team for final selection. This involves ranking the new capital projects according to a prioritization method they determine for that meeting and then making recommendations on which projects to complete based on the available budget for the following year.

Part VII - Key TAM Activities over Upcoming Horizon Period (2025-2029)

Key TAM Activities UTA needs to complete over the upcoming horizon period to be compliant with the TAM Rule can be broken into the following activities:

1) Performance Target Setting
    a. This will be an annual activity relative to the four prescribed performance measures from the Final Rule.
    b. These Performance Targets will be funneled to the appropriate MPOs for their purposes via UTA's Planning Office.
2) NTD Reporting

a. UTA will participate in the annual NTD reporting exercises, including the optional reporting times.
b. Reporting details the progress UTA made over the course of the year tracking towards their previously set performance targets.

3) Five-Year Plan Completion
    a. This is prepared annually for the following five years.
    b. Prioritization should be completed by March 1st.
    c. Five-Year Plan development period between April and August.
    d. Formal Board of Trustees approvals in late quarter 3 / quarter 4.
    e. This should be completed by December 15th.
4) Facilities Condition Inspections
    a. These need to be completed at a pace of 25% per year.

Part VIII- Resources Needed to Carry Out TAM Plan

To carry out the elements of this TAM Plan, UTA needs-the following elements:

Necessary Personnel

1) Board of Trustees Chair
    a. Approval of TAM Policy
2) Executive Director- Accountable Executive
    a. Will approve the TAM Plan and be able to direct resources in a manner consistent with priorities through the asset management process.
    b. Approves annual performance targets.
    c. Approve group plan.
3) Chief Capital Services Officer
    a. Ensures process is fair and equitable and either presents plans to the Accountable Executive or is available to provide additional commentary for reasoning behind plan.
4) Director – Capital Programming & Support
    a. Conveys plan direction to UTA Executives and Regional General Managers, and
    b. Encourages their service unit's participation in SGR Five-Year Plan Generation.
    c. Facilitates data collection methods for departments needing to supply required information relative to condition and performance targets.
5) Director of Safety & Security
    a. Ensures safety risks are identified and considered in SGR projects.
6) Director of Capital Design & Construction
    a. Responsible for most SGR project execution and delivery.
7) Manager - SGR
    a. Develops and implements UTA's Asset Management Program.
    b. Coordinates plan information with UTA Management.
    c. Team responsible for collecting all relevant data needed for generating appropriate KPIs and reporting information.

d. Creates and updates UTA's TAM Plan.
e. Manages the creation and update of the SGR Ten-Year Plan.

8) Maintenance Departments/Responsible Service Units
    a. SGR Team will need access to their maintenance records and preferably any KPIs they may already be producing relative to asset condition, replacement activity, and cost history.
9) Facilities Maintenance Manager
    a. Helps facilitate the required Facility Condition Assessments out of their department.
10) Rail Operations Controllers
    a. Provide monthly performance restriction data to the SGR team.
11) Procurement
    a. It is much easier to get required inventory data from contractors and vendors when assets are purchased. Procurement will help to ensure certain inventory information is written into the contract as part of the final deliverables on capital assets. As a best practice, it may be wise for Procurement to reach out to all departments and see if there is other information that UTA should be gathering as part of its capital asset purchasing processes.
12) Accounting/Capital Asset Controls Personnel
    a. Role will be to inform the SGR team when assets over $50,000 are received.
    b. Also need to inform the SGR team when assets with a purchase cost over $50,000 are disposed.
    c. Responsible to ensure capital items are inventoried consistent with established procedures.

Necessary Systems

The following are computer systems currently at UTA that are necessary to carrying out the TAM Plan:

1) JD Edwards
2) GIS (ESRI)
3) TERM-Lite

Part IX- TAM Plan Monitoring, Updating & Evaluation

General Overview

The TAM Plan is meant to be a living document that evolves and changes over time as UTA's asset portfolio changes. The TAM Plan requires an update every four years consistent with the TAM Plan horizon period. UTA will update and recertify its plan every two years.

To monitor and update its TAM plan, UTA will need to track its progress against what has been identified in the SGR Five-Year Plan and monitor its annual NTD reporting data. This will be done by the following process:

1) Initial generation of the SGR Five-Year Plan in October of the preceding year.

2) Funding is allocated for the identified projects - typically beginning of following year.
3) Assets not replaced are maintained in the Backlog list of the appropriate Ten-Year Plan.
4) Projects are monitored for completion in accordance with Ten-Year Plan asset lists.
5) SGR Five-Year Plan is regenerated and updated for the next five-year horizon period with current and future needs data as well as identifying the backlog need.
    a. The backlog need will be tracked and updated every year so that the SGR team can monitor the management of UTA's backlog amount.
6) Every year, the SGR team will meet with the Director of Programming & Support to review and/or create the following:
    a. SGR Timeline / Project Plan creation
    b. SGR Backlog Comparison from prior years
    c. Is this SGR Five-Year Plan meeting the long-term needs of maintaining UTA's assets in an SGR?
    d. Does the TAM Plan provide sufficient direction to meet UTA's goals for its SGR program?
        i. If not, the plan will be updated with the recommended changes and recertified.
        ii. If so, the plan will be recertified with a new date and version to maintain correct version history.

Recertification Process

Every two years, the SGR team reviews the TAM Plan, Performance Target Submissions and SGR Five-Year Plan to identify potential modifications or recommend to the Chief Capital Services Officer, or appropriate designee, that the TAM Plan in its current form be submitted to the Accountable Executive and Board of Trustees for review and approval.

If updates to the TAM Plan are required, the SGR Manager will coordinate updates to the plan. The resubmission will be done in a timely fashion. The updated plan will be submitted to the Director of Programming & Support who, when satisfied with the revisions, will recommend to the Chief Capital Services Officer that the TAM Plan be reviewed and considered for approval by the Accountable Executive and Board of Trustees.

Part X: Conclusion

In summary, UTA is committed to maintaining its assets in an SGR. It believes adherence to this plan is in its best interest and in the best interest of its stakeholders and the taxpayers. UTA also understands that for this effort to be successful, it will involve input from all organizational levels as well as a robust and coordinated effort to ensure long term rehabilitation and replacement activities occur over time.

Appendix A- SGR Asset Hierarchies

UTA Sub-System	Element	Sub-Element 1	Sub-Element 2	Sub-Element 3	Sub-Element 4	Sub-Element 5	Sub-Element 6
RAIL LINE Airport- AP CommuterRail North- CRN CommuterRail South- CRS Intermodal Hub Extension- IM Mid Jordan- MJ North/South Trax- NS Mid Jordan- MJ Sugarhouse Streetcar - SH West Valley Trax- WV University - UN Track Designation (E, W, 1, 2)	**GUIDEWAY** (GW)	Ballasted Trackwork (BT)	Tangent Track (TT)				
			Curved Track (CT)	Curve Number	Left or Right Rail	Radius	Velocity (MPH)
			Guarded Track (GT)				
			Tangent Platform Track (TPT)				
			Curved Platform Track (CPT)				
			Guarded Platform Track (GPR)				
			Special Trackwork (ST)	Diamond crossover (DIXO)			
				Single crossover (SXO)			
				Restraining Rail (RR)			
				High Strength Rail (HSR)			
				Double Crossover (DOXO)			
				Pocket Track (PT)			
			Grade Crossing Panels (GCP)				
			Buffer Stops (BS)				
		Embedded Track (ET)	Tangent Track (TT)				
			Curved Track (CT)	Curve Number		Radius	Velocity (MPH)
			Guarded Track (GT)				
			Tangent Platform Track (TPT)				
			Curved Platform Track (CPT)				
			Guarded Platform Track (GPR)				
			Special Trackwork (ST)	Diamond crossover (DIXO)			
				Single crossover (SXO)			
				Restraining Rail (RR)			
				High Strength Rail (HSR)			
				Pocket Track (PT)			
		Direct Fixation Track (DF)	Tangent Track (TT)				
			Curved Track (CT)	Curve Number	Left or Right Rail	Radius	Velocity (MPH)
			Guarded Track (GT)				
			Tangent Platform Track (TPT)				
			Curved Platform Track (CPT)				
			Guarded Platform Track (GPR)				
			Special Trackwork (ST)	Diamond crossover (DIXO)			
				Single crossover (SXO)			
				Restraining Rail (RR)			
				High Strength Rail (HSR)			
		Guideway Drainage (GD)	Underdrain (UD)				
			Cleanouts (CL)				
			Inlet Box (IB)	Box Culvert (BC)			
			Flange Drain (FD)	RCP			
			Track Drain (TD)	HDPE			
			Curb Drain (CD)				
			Culvert (CU)				
		Fence (FE)	Fence Type				
	TRAIN CONTROL (TC)	Signals	Signal Equipment House (SEH)	Equipment House Name			
			Signal Equipment Enclosure (SEE)	Equipment Enclosure Name			
			Block Signal	Signal Head/Pole (SHP)	Block Signal Name		
		Interlockings (INT)	Signal Pole/Heads (SHP)	Signal Name			
			Signal Equipment House (SEH)	Equipment House Name			
			Signal Equipment Enclosure (SEE)	Equipment Enclosure Name			
		Control Points (CP)	Route Selector (RS)				
			Signal Pole/Heads (SHP)	Signal Name			
			Switch Heaters (SH)				
		Cut Section (CS)	Signal Pole/Heads (SHP)				
			Carborne Equipment (CE)				
		Grade Crossings (GC)					
			Grade Crossing Equipment House (GCEH)				
			Flashers (FL)				
			Gates Mechanism (GM)				

			Grade Crossing Indicator (GCI)				
		Traffic Signal (TS)	Traffic Signal Controller (TSC)				
		Coupler Case (CC)					
	ELECTRIFICATION SYSTEM (ES)	Traction Power Substation (TPSS)	TPSS Type Siemens (SI) OR Impulse (IM)	TPSS Type Configuration (.5M, 1.5M, OR 3M)			
					AC breakers (ACB)		
					DC breakers (DCB)		
					Impedance Bonds (IB)		
		Office System - SCADA					
		Overhead Catenary System (OCS)	Station Block (SB)	Wire Run (WR)	*	Full Depth OCS (FD)	
					Messenger Wire (MW)		
					Contact Wire (CW)		
				Crossover (XO)	*	Full Depth OCS (FD)	
					Messenger Wire (MW)		
					Contact Wire (CW)		
				Wire Run (WR)	*	Low Profile OCS	
					Messenger Wire (MW)		
					Contact Wire (CW)		
				Crossover (XO)	*	Low Profile OCS	
					Messenger Wire (MW)		
					Contact Wire (CW)		
					*	Trolley Wire OCS	
					Contact Wire (CW)		
			OCS Pole (PO)	Full Depth OCS (FD)	Pole Type (PT)		
				Low Profile OCS (LP)	Pole Type (PT)		
	STRUCTURES (ST)	Bridge (BR)	Steel Bridge (SB)				
			Concrete Bridge (CB)				
		Culvert (CU)	Box Culvert (BC)				
			Steel Culvert (SC)				
		Retaining Walls (RW)	MSE Wall (MSE)				
			CIP Cantilever (CIP)				
		Sound Wall (SW)					
		Under Crossing (UC)					
	SWITCH MACHINES (SW)	Ballasted Track (BT)	Power (PO)	Switch Name	No. and Direction of Switch		
			Hand Throw (HT)	Switch Name	No. and Direction of Switch		
			Electric Lock (EL)	Switch Name	No. and Direction of Switch		
			Derail (DR)	Switch Name	No. and Direction of Switch		
		Embedded Track (ET)	Power (PO)	Switch Name	No. and Direction of Switch		
			Hand Throw (HT)	Switch Name	No. and Direction of Switch		
			Electric Lock (EL)	Switch Name	No. and Direction of Switch		
			Derail (DR)	Switch Name	No. and Direction of Switch		
		Switch Heater (HTR)	Switch Name	No. and Direction of Switch			
Facilities (FAC)	**Location/Campus** (BCK, CEN, DPT, FLHQ, HUB, JRSC, MBTY, MDBK, MRSC, OGD, POL, PRV, RVR, SEMI, TIMP, TOO, WMSP)	Maintenance (MB)	Building Name				
		Administration (AD)	Building Name				
	BRT Stations (BRT)	Line (MAX, MVX, OGX, UVX)	Direction (SS, NS)	Street Location			
	Commuter Rail Stations (CRS)	Line (CRN or CRS)	Milepost				
	Light Rail Stations (LRS)	Line (AT, IH, MJT, NST, SHS, UT, WVT)	Milepost				
	Park and Ride (PR)	Mode/Line (BUS, CRN, CRS, HUB, MAX, MJT, NST, WVT)	Park and Ride Name				
	Parking Lots (PL)	Owner (UTA)	Facility or Campus Name				

	Parking Structure (PS)	Line (CRS, MJT)	Parking Structure Name				
Revenue Vehicles	**Commuter Rail**	MPI Locomotives 1-21 (LOCO)	Mode (CR)	Unit Number			
	(REV)						
		Bombardier Cab Cars 101-122 (CAB)	Mode (CR)	Unit Number			
		Bombardier Coaches 201-216 (COACH)	Mode (CR)	Unit Number			
		Comet Cars 301-325 (COMET)	Mode (CR)	Unit Number			
	Light Rail Vehicles	Siemens SD100 (LRV)	Unit Number				
	(REV)						
		Siemens SD160 (LRV)	Unit Number				
		Bombardier UTDC (LRV)	Unit Number				
		Siemens S70s (LRV)	Unit Number				
	Bus	Compressed Natural Gas Bus (CNGB)	Unit Number				
	(REV)	Diesel Bus 29' (DB29)	Unit Number				
		Diesel Bus 35' (DB35)	Unit Number				
		Diesel Bus 40' (DB40)	Unit Number				
		Diesel Bus 45' (DB45)	Unit Number				
		Diesel Bus 60' (DB60)	Unit Number				
		Diesel Ski Bus 35' (DSB35)	Unit Number				
		Electric Bus 40' (EB40)	Unit Number				
		Hybrid Diesel Bus 40' (HDB40)	Unit Number				
	Paratransit Bus	Diesel Hybrid Paratransit Bus (DHPB)	Unit Number				
	(REV)	Diesel Paratransit Bus (DPB)	Unit Number				
		Electric Paratransit Bue (EPB)	Unit Number				
		Gas Paratransit Bus (GPB)	Unit Number				
	Van Pool (REV)	Van Pool (VP)	Unit Number				
Equipment	**Equipment** (EQ)	Facility or Main Campus w/ Building	Conveyance (CNV)	Elevators (ELV)	Location	Number	
				Escalators (ESC)	Location	Number	
		Maintenance (MNT)	Vehicle Lifts (VL)	Unit Number			
			Overhead Cranes (OC)	Unit Number			
			Sanding Systems (SS)	Unit Number			
			Test Equipment (TE)	Unit Number			
			Maintenance Equipment (ME)	Unit Number			

			Forklift (FL)	Unit Number			
			Bus Wash (BW)	Unit Number			
			Generator (GN)	Unit Number			
			Cameras (CM)	Unit Number			
			Vertical Storage Lift (VLM)	Unit Number			
		Radio Infrastructure (RI)	Unit Number				
		IT (IT)	Unit Number				
			Onboard Train Control (PTC)	Unit Number			
UTA Non Revenue Vehicles	**Non-Revenue Vehicle** (NRV)	Specialty Vehicles (SPECV)	Unit Number				
		Staff Vehicles (STAFV)	Unit Number				
		Technician Support Vehicles (SRVCV)	Unit Number				

Appendix B- UTA Useful Life Chart for Major Assets

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
10000	10	25	All	Guideway & Trackwork	Guideway Elements	Guideway	-	-
10111	10	40	CR	At Grade Ballast Guideway	Guideway Elements	Guideway	At Grade Ballast	CR
10113	80	40	LR	At Grade Ballast Guideway	Guideway Elements	Guideway	At Grade Ballast	LR
10330	80	75	All	Bridge	Guideway Elements	Guideway	Elevated Structure	Bridge
10513	80	75	LR	Tunnel	Guideway Elements	Guideway	Underground	Tunnel
11000	50	25	All	Trackwork	Guideway Elements	-	-	-
11101	50	40	All	Tangent Direct Fixation Track	Guideway Elements	Trackwork	Direct Fixation	Tangent
11102	15	15/25	All	Curved Direct Fixation Track	Guideway Elements	Trackwork	Direct Fixation	Curve
11201	70	40	All	Tangent Ballasted Track	Guideway Elements	Trackwork	Ballasted	Tangent
11202	35	15/25	All	Curved Ballasted Track	Guideway Elements	Trackwork	Ballasted	Curve
11301	70	30	All	Tangent Embedded Track	Guideway Elements	Trackwork	Embedded	Tangent
11302	10	15/25	All	Curved Embedded Track	Guideway Elements	Trackwork	Embedded	Curve

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
11303	10	10/15/20	CR/LR	At-Grade Crossings	Guideway Elements	Trackwork	Embedded	At-Grade Crossings
11400	30	20	All	Special Trackwork	Guideway Elements	Trackwork	Special	-
11401	15	25	All	Special Trackwork - Diamond crossover	Guideway Elements	Trackwork	Special	Diamond Crossover
11403	30	25	All	Ballasted Diamond Crossover	Guideway Elements	Trackwork	Special	Ballasted Diamond Crossover
11404	15	20	All	Special Trackwork - Single crossover	Guideway Elements	Trackwork	Special	Single Crossover
11406	30	20	All	Ballasted Single Crossover	Guideway Elements	Trackwork	Special	Ballasted Single Crossover
11407	15	30	All	Special Trackwork - Turnout	Guideway Elements	Trackwork	Special	Turnout
11410	25	99	All	Turntable	Guideway Elements	Trackwork	Special	Turntable
11500	70	40	All	Yard Track	Guideway Elements	Trackwork	Yard	

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
11601	35	15	All	Rail Ties	Guideway Elements	Trackwork	Ties	Wood
11602	35	40	All	Rail Ties	Guideway Elements	Trackwork	Ties	Concrete
12100	40	40	All	Special Guideway Structures - Fencing	Guideway Elements	Special Structures	Fencing	-
12200	40	75	All	Retaining Wall	Guideway Elements	Special Structures	Retaining Walls	-
13000	30	20	BRT	Bus Guideway	Guideway Elements	Bus Guideway	-	-
21100	50	50	All	Administrative Buildings	Facilities	Buildings	Administration	-
21120	50	50	All	Administrative Buildings	Facilities	Buildings	Administration	Police
21210	50	50	Bus	Bus Maintenance Building	Facilities	Buildings	Maintenance	Bus
21221	50	50	CR	Rail Maintenance Building	Facilities	Buildings	Maintenance	Rail Commuter Rail

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
21223	50	50	LR	Rail Maintenance Building	Facilities	Buildings	Maintenance	Rail Light Rail
21510	25	30	All	Elevators	Facilities	Buildings	Building Components	Elevators and Conveying Systems
21512	15	20	All	Building Generators	Facilities	Buildings	Building Components	Generators
22300	20	50	All	Storage Yards	Facilities	Storage Yard	Bus	Bus Parking
23101	6	5/20	All	Software	Facilities	Equipment	MIS/IT/Network Systems	Software
23300	10	5/10/15/20/30	All	Maintenance Equipment	Facilities	Equipment	Maintenance	-
23301	10	5/20	Bus	Bus Maintenance Equipment	Facilities	Equipment	Maintenance	Bus
23311	10	15/20/40/60	CR	Rail Maintenance Equipment	Facilities	Equipment	Maintenance	CR
23313	10	15/20/40	LR	Rail Maintenance Equipment	Facilities	Equipment	Maintenance	LR
23402	20	15/40	Bus	Bus Washer	Facilities	Equipment	Maintenance	Bus Washer
23403	40	5/15/20/30	Rail	Train Washer	Facilities	Equipment	Maintenance	Train Washer
23404	20	20/30/40	All	Vehicle Paint booth	Facilities	Equipment	Maintenance	Vehicle Paint Booth
23405	20	50	Bus	Fuel Island	Facilities	Equipment	Maintenance	Fuel Island
23406	15	20	Bus	Dynamoneters	Facilities	Equipment	Maintenance	Dynamoneters

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
23407	15	20	Bus	Lifts – Portable	Facilities	Equipment	Maintenance	Lifts - Portable
23408	20	20	Bus	Lifts – Fixed	Facilities	Equipment	Maintenance	Lifts - Fixed
23409	25	25	All	Wheel Truing Machines	Facilities	Equipment	Maintenance	Wheel Truing Machines
23410	25	5	All	Brake Lathe	Facilities	Equipment	Maintenance	Brake Lathe
23411	25	20/55	All	Fuel Tank	Facilities	Equipment	Maintenance	Fuel Tank
23412	25	20	All	Lifts – Fixed: In Floor	Facilities	Equipment	Maintenance	Lifts – Fixed: In Floor
23413	25	20	All	Lifts – Fixed: Parallelogram	Facilities	Equipment	Maintenance	Lifts – Fixed: Parallelogram
23414	25	20	All	Wheel Presses	Facilities	Equipment	Maintenance	Wheel Presses
23430	25	50	All	CNG Refueling Station	Facilities	Equipment	Maintenance	CNG Refueling Station
31001	40	15/30	CR	Train Control	Systems	Train Control	CR	-
31003	40	30/44	LR	Train Control	Systems	Train Control	LR	-
31101	40	44	CR	Wayside Train Control	Systems	Train Control	Wayside Train Control	CR
31111	40	30	CR	Signals & Train Stops	Systems	Train Control	Wayside Train Control	Signals & Train Stops CR
31113	40	30	LR	Signals & Train Stops	Systems	Train Control	Wayside Train Control	Signals & Train Stops LR
31200	40	20	All	Onboard Train Control (cab signaling)	Systems	Train Control	Onboard Train Control (cab signaling)	-
31401	25	20/30/44	CR	Gates, Flashers, Crossings	Systems	Train Control	Roadway Crossings	CR

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
31403	25	25/30/44	LR	Gates, Flashers, Crossings	Systems	Train Control	Roadway Crossings	LR
31500	40	30/44	All	Interlockings	Systems	Train Control	Interlockings	-
31511	40	30	All	Switch Machine – Manual Ballasted	Systems	Train Control	Interlockings	Switch Machine – Manual Ballasted
31512	40	30	All	Switch Machine – Motorized Ballasted	Systems	Train Control	Interlockings	Switch Machine – Motorized Ballasted
31514	40	17	All	Switch Machine – Motorized Embedded	Systems	Train Control	Interlockings	Switch Machine – Motorized Embedded
31515	40	20	All	Switch Heaters	Systems	Train Control	Interlockings	Switch Heaters
32103	40	30	LR	Electrification Catenary	Systems	Electrification	Catenary	LR
32104	40	39	LR	Electrification Catenary Poles	Systems	Electrification	Catenary Poles	LR
32203	40	40	LR	Electrification Substations	Systems	Electrification	Substations	LR
32204	45	40	All	Electrification Substations	Systems	Electrification	Substations	AC Switchgear
32205	45	20	All	Electrification Substations	Systems	Electrification	Substations	DC Switchgear

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
33101	20	20	All	Fiber Optic Cable	Systems	Communications	CTS	FOCS
33401	12	25	All	Phone System	Systems	Communications	Phone System	Phone System
33500	12	15/40	All	Radio	Systems	Communications	Radio	-
35115	20	15	All	In – Station Revenue Collection	Systems	Revenue Collection	In – Station	TVMs
36200	50	41	All	Drainage	Systems	Utilities	Drainage	-
41001	40	40	CR	Rail Station	Stations	Complete Station	Commuter Rail	
41006	40	40	MB	Bus Shelters	Stations	Complete Station	Bus Stop Shelters	Bus
41203	40	40	LR	Station Building	Stations	Building	Light Rail	
41601	20	35	All	Station Parking Garage	Stations	Access	Parking	Garage
41603	20	35	All	Stations Park and Ride	Stations	Access	Parking	Park & Ride
51301	35	40	All	Commuter Rail Locomotive	Vehicles	Revenue Vehicles	Commuter Rail	Revenue Locomotive
51302	35	40	All	Commuter Rail Passenger Coach	Vehicles	Revenue Vehicles	Commuter Rail	Passenger Car
51303	35	40	All	Commuter Rail Self – Propelled Passenger Car	Vehicles	Revenue Vehicles	Commuter Rail	Self – Propelled Passenger Car

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
51906	7	6	All	Bus (<30 ft)	Vehicles	Revenue Vehicles	Bus	Bus (<30 ft)
51911	14	12	All	Motor Bus – Other	Vehicles	Revenue Vehicles	Bus	Motor Bus - Other
51912	14	18	BR	Over the Road Coach	Vehicles	Revenue Vehicles	Bus	Over the Road Coach
51923	14	14	All	Bus (40 ft) – Diesel	Vehicles	Revenue Vehicles	Bus	Bus (40 ft) - Diesel
51924	12	12	All	Bus (35 ft) – Diesel	Vehicles	Revenue Vehicles	Bus	Bus (35 ft) – Diesel
51926	7	6	All	Bus (<30 ft) – Diesel	Vehicles	Revenue Vehicles	Bus	Bus (<30 ft) – Diesel
51931	14	12	All	Articulated Bus (60 ft) – Hybrid	Vehicles	Revenue Vehicles	Bus	AB (60 ft) – Hybrid
51933	14	12	All	Bus (40 ft) – Hybrid	Vehicles	Revenue Vehicles	Bus	Bus (40 ft) – Hybrid
51943	14	12	All	Bus (40 ft) – CNG	Vehicles	Revenue Vehicles	Bus	Bus (40 ft) - CNG
52001	27	25/30	All	LRV	Vehicles	Revenue Vehicles	Light Rail	LRV
52101	14	14	All	Trolleybus	Vehicles	Revenue Vehicles	Trolleybus	Trolleybus
52525	6	8	All	Mini-Van	Vehicles	Revenue Vehicles	Vans, Cutaways and Autos	Mini - Van
53001	6	10	All	Non-Revenue Vehicles, Car	Vehicles	Non-Revenue Vehicles	Cars	-

Type (TERM Code)	TERM Lite Useful Life	UTA Useful Life Determination	RailMode	Asset Description	Category	Sub-Category	Element	Sub-Element
53002	6	10/20/50	All	Non-Revenue Vehicles, Truck	Vehicles	Non-Revenue Service Vehicles	Truck	-
53003	15	15/50	All	Non-Revenue Vehicles, Special	Vehicles	Non-Revenue Service Vehicles	Special	-

Appendix C- FTA Useful Life Benchmark Cheatsheet

FTA
FEDERAL TRANSIT ADMINISTRATION

Default Useful Life Benchmark (ULB) Cheat Sheet

Sources: NTD Reporting Manual

Transit Agencies must report the age of all vehicles to the National Transit Database. FTA tracks the performance of revenue vehicles (Rolling Stock) and non-revenue service vehicles (Equipment), by asset class, by calculating the percentage of vehicles that have met or exceeded the useful life benchmark (ULB).

FTA has set a default ULB as the expected service years for each vehicle class in the table below. ULB is the average number of years at which a vehicle would reach a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale, assuming a standard maintenance schedule. When entering fleet data in the NTD, Transit Agencies have the option to either use the pre-populated default ULB or submit an adjusted ULB based on differences in operating environment and/or agency maintenance practices. In cases where the submitted ULB differs significantly from the default value, agencies may be prompted to submit justification.

Vehicle Type		Default ULB (in years)
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	14
BU	Bus	14
CC	Cable car	112
CU	Cutaway bus	10
DB	Double decked bus	14
FB	Ferryboat	42
HR	Heavy rail passenger car	31
IP	Inclined plane vehicle	56
LR	Light rail vehicle	31
MO	Monorail vehicle	31
MV	Minivan	8
RL	Commuter rail locomotive	39
RP	Commuter rail passenger coach	39
RS	Commuter rail self-propelled passenger car	39
SB	School bus	14
	Steel wheel vehicles	25
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
	Trucks and other rubber tire vehicles	14
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58

FTA

Appendix D- UTA Current Performance Target Document

Utah Transit Authority

2023 Performance Target Summary

2024 Performance Target Goals

Author: Transit Asset Administrator
Date: 4/22/2024

Introduction

The following pages contain summary views of the 2023 Performance Target Calculations. The FTA Transit Asset Management Rule requires agencies to report on these performance targets. Performance targets provide insight into the overall condition level of assets. The FTA defined these categories and published them in 2017. UTA patterned the summary page after the A90 form so that reporting is consistent and streamlined.

The SGR group would like to include these targets in the Transit Asset Management Plan on an annual basis. It will be included in the form of the following pages which displays the different performance measures requested on the new NTD A90 form. This document contains the A-90 Narrative required by the NTD. The narrative contains the summary data on the last page which has the agency target, the agency's performance percentage, the percentage difference between the target and actual and the following year's target.

The remaining documents include the backup data the summary figures are based on. Vehicles are based on an age-based calculation. Facilities are reported on physical inspection results. Infrastructure is based on performance restrictions. The SGR team has divided up the rail infrastructure into segments. Segments on Light Rail typically span from interlocking to interlocking or crossover to crossover. On commuter rail, they typically span from control point to control point (essentially station to station). If a performance restriction is in effect on the first Wednesday of the month at 9:00 am, it is counted in the overall calculation. The segment or segments to which it is assigned have pre-calculated lengths that are used to determine the overall affected length due to the performance restriction. This is reported as an overall percentage of track segments with a performance restriction over the year. An average length for the year is calculated as well. This was the approach described in the calculation guidebook. This does not appear to be required in the NTD however, UTA will produce this calculation in case it is requested.

Utah Transit Authority, NTD ID 80001
669 West 200 South
Salt Lake City, UT 84101

Prepared by Bryce James, Transit Asset Administrator for Reporting Year 2023

Useful Life Benchmark – Revenue Vehicles

High-Level Summary:

UTA has a fleet of 492 Motorbuses, 39 OTR Buses, 25 Articulated Buses, 148 Cutaway Buses, 117 Light Rail Vehicles, 18 Locomotives, 38 passenger coaches and 508 Vanpool Vans.

Performance Targets:

- Zero percent (0%) of AB - Articulated Buses exceeding their useful life benchmark of 14 years (FTA defined)
- Less than (0%) of BR - Over the road buses exceeding their useful life benchmark of 14 years (FTA defined)
- Less than (10%) of BU - Buses exceeding their useful life benchmark of 14 years (FTA defined)
- Zero percent (0%) of CU - Cutaway Buses exceeding their useful life benchmark of 10 years (FTA defined)
- Zero Percent (0%) of LR - Light Rail Vehicles exceeding their useful life benchmark of 31 years (FTA defined)
- Less than (20%) of MV - Mini Vans exceeding their useful life benchmark of 8 years (FTA defined)
- Zero Percent (0%) of RL - Commuter Rail Locomotives exceeding their useful life benchmark of 39 years (FTA defined)
- Less than (0%) of RP - Commuter Rail Passenger Coaches exceeding their useful life benchmark of 39 years (FTA defined)
- Less than (20%) of VN - Vans exceeding their useful life benchmark of 8 years (FTA defined)

How did UTA calculate these targets?

The targets were set using a calculation of the age values in the respective modes and incorporating feedback for physical condition assessments which may have taken place beyond the age calculation.

How has UTA made progress toward its targets?

UTA replaces buses and other revenue vehicles annually. Through the TERM Lite modeling runs, UTA forms their 5-year and 10-year Capital plans which helps forecast upcoming fleet purchases in the foreseeable future. In addition, UTA uses the 20- and 30-year projection capabilities of the TERM lite model to model future replacement strategies based on vehicle types to understand the potential funding implications of those decisions.

These forecasts allow UTA to plan for any major upcoming fleet purchases to maintain the desired performance targets.

What challenges face UTA in making progress toward the targets?

UTA continued to dispose many retired revenue vehicles with its updated disposal process. Additionally, UTA disposed many buses to mitigate spare ratio issues. Similar to other agencies, UTA has had to take some significant action to align its bus fleet numbers with spare ratio requirements in a post-pandemic environment. Additionally, some Vanpool vehicles were kept longer than expected in 2023 to accommodate additional ski service.

Over the last two years, likely due to effects of the pandemic, UTA has had significant issues with the delivery of its cutaway fleets. UTA will continue to find ways to procure these vehicles.

The only revenue vehicles being planned for replacement in 2024 are cutaways, vans, and minivans. UTA did receive 10 diesel buses in early 2024, but they were late arrivals from the 2023 delivery.

Useful Life Benchmark – Non-Revenue Vehicles

High-Level Summary:

Useful Life Benchmark – Non-Revenue Vehicles
UTA owns 34 service automobiles, 6 steel wheel vehicles, and 674 trucks or other rubber tire vehicles.

Performance Targets:

- Less than 20% of non-revenue vehicles exceeding their useful life benchmarks of: 8 years automobile, 14 years trucks & other rubber tire vehicles, and 25 years steel wheel vehicles, all FTA defined

How did UTA calculate these targets?

The targets were set using a calculation of the age values in the respective modes and incorporating feedback for physical condition assessments which may have taken place beyond the age calculation.

How has UTA made progress toward its targets?

UTA prioritizes the rehabilitation and replacement of vehicles providing transit service. This could potentially result in a higher percentage of non-revenue service vehicles exceeding their ULB. Most of the backlog in this category is due to vehicles acquired as part of UTA's 2015 Rail expansion program. UTA intends to continue using these vehicles until they are disposed. As these vehicles reach the end of their lifespan, UTA will balance the replacement of essential service vehicles with available funding.

Part of the UTA's improved utilization plan is standardizing the fleet so staff can swap vehicles, thus leveling mileage. This will prevent UTA from having older vehicles with lower mileage while also having newer vehicles with excessive mileage (e.g., 20-year-old vehicles with 70K miles versus 4-year-old vehicles with 350K miles). UTA makes an effort to assign vehicles based on job requirements to best fit the needs of individual work groups in an attempt to use the most efficient vehicle for each job function. All UTA vehicles are equipped with Geotab devices to monitor location and usage, which has increased the non-revenue team's ability to not only track mileage but also push more service units into using the newly established service vehicle pools.

UTA has made significant strides in 2023 to provide more adequate resources to its NRV fleet including the development of a Fleet Management Action Plan to help govern the management of these vehicles. In addition, UTA has dramatically increased the amount of funding going towards its NRV fleet in 2024 going from a little over $1.1 M in 2023 to over $6.7 M in 2024 and going from $3.65 M in its previous 5-year plan to over $20 million in its current 5-year plan. In addition, UTA increased its staffing levels to better meet the overall agency needs causing an increased need in vehicles to service staff increases.

What challenges face UTA in making progress toward the targets?

UTA continued disposing many retired service vehicles and have adopted a more proactive approach to disposing these in a timelier manner. Additionally, UTA is implementing its support fleet management plan better utilizing all non-revenue vehicles, including the creation of support fleet pools for each location as an effort to reduce the total number of support vehicles required. This should allow UTA to ensure each vehicle is being utilized to its fullest while still giving all business units access to the support vehicles they require. UTA has recently begun acquiring new support vehicles, which should allow additional disposals of older vehicles.

Useful Life Benchmark Adjustment Request

UTA would like to request an update on its Useful Life Benchmark for Trucks and Other Rubber Tire Vehicles from 14 years to 12 years. Staff are finding that this advanced replacement cycle is contributing to an overall lower reliability of the vehicle fleets and increased maintenance costs. By modernizing the fleet over the next few years, UTA expects to see an increase in the reliability and overall utilization of the non-revenue fleet vehicles.

Facilities – Condition

High-Level Summary:

UTA currently utilizes the following facility assets:

- Four major bus operation campuses comprising of dozens of buildings
- Two Light Rail Operation/Maintenance Campuses with Yard
- One Demand Response Operation/Maintenance Campus
- One Commuter Rail Operation/Maintenance Campus with Yard
- 59 Light Rail Stations
- 16 Commuter Rail Stations (17 if the station to which service was discontinued were to be counted)
- 71 BRT stations
- 83 Park and Ride/Parking locations
- Various Administrative Satellite Locations

Performance Targets:

- Less than 5% of Passenger Facilities under 3 on TERM scale
- Less than 5% of Passenger Parking Facilities under 3 on TERM scale
- Less than 5% of Maintenance Facilities under 3 on TERM scale
- Less than 5% of Administrative Facilities under 3 on TERM scale

How did UTA calculate these targets?

UTA picked the target knowing that the condition assessment efforts have shown the majority of our facilities are above rating 3 on TERM Scale. UTA has been able to reduce these targets due to the last couple years of evaluation and condition assessments on these facilities. UTA uses data derived from condition assessments to produce a target specific plan to preform maintenance and repairs on facilities assets that will enable UTA to maintain or improve our ratings.

How has UTA made progress toward its targets?

UTA inspects all facility assets requiring condition assessments on a 4-year rotation. These physical condition assessments allow UTA to continue to have a more calculated approach to facilities performance targets and maintenance plans. Additionally, detailed facilities component condition data supplements project budget data, thus enabling facilities managers to better prioritize maintenance and rehab work as well as maintain the SGR for each facility. Due to the assessment ratings, UTA expects to be able to maintain its target for 2024.

UTA currently has four Facility Assets falling below a 3 on the TERM scale since implementing the asset management program. Two of the assets are either being scheduled for demolition in 2024 or are currently under construction for capital projects with major rehab tasks. The other two assets are minimal risk: one is a parking area, and the other is a station that was damaged by a private passenger vehicle. UTA does not anticipate any of its Building Facilities to drop below a 3 next year.

In addition, UTA recently completed construction on a new bus maintenance campus that replaced its oldest bus campus. This new maintenance campus officially opened in June 2023.

What challenges face UTA in making progress toward the targets?

The major challenge with Facility assets is funding. Due to the risk/prioritization process, facilities tend to be pushed to the bottom of the funding list. While this is generally the case nationwide, UTA is no exception. UTA continues using the budget "buckets" established during 2020 that help target the major facility asset needs more systematically and programmatically.

Additionally, in 2023, UTA stood up an internal group called the Facility Development Group that has been tasked with developing actionable Facility related strategic projects for UTA's facility assets and their long term usage and replacement planning.

Infrastructure – Performance Restrictions

High-Level Summary:

UTA has 122.86 miles of commuter rail infrastructure and 112.83 of light rail infrastructure including yard and siding tracks.

Performance Targets:

- Less than 5% CR – Commuter Rail exceeding their useful life benchmark.
- Less than 10% LR – Light Rail exceeding their useful life benchmark.

- Less than 10% SR – Streetcar Rail exceeding their useful life benchmark if it is applicable. If it is not applicable, it will be reported under Light Rail.

How did UTA calculate these targets?

These targets were picked based on the performance restrictions reported on the alignments for 2023.

UTA has divided its track into segments. A segment typically goes from an interlocking or control point location to the next. When a performance restriction is noted, that location or track segment is identified and counted as a value of one (1) and summed for the month. In the final calculation, the total number of segments are averaged over the course of the year to generate the average track segments affected by a performance restriction.

How has UTA made progress toward its targets?

UTA has had a couple years where major rehabilitation projects have been performed. As a result of this, UTA expects its performance restrictions to remain low. The PTC system that had been installed received certification from the FRA in 2020. This implementation of PTC has not created an increase in speed restrictions thus far. UTA sees this as moving in the right direction to keep progress toward lower targets relative to speed restrictions. I

During 2023, UTA replaced ten (10) grade crossing panel sets on its light rail system. The University Line S-Curve project replaced one (1) lengthy up- and down-hill embedded curve track section with one (1) direct fixation curve track section.

UTA Capital and Maintenance of Way staff continue to collaborate on what each other is seeing in terms of data and field observations and continually work together to refine their replacement plans for the next 10 years.

What challenges face UTA in making progress toward the targets?

The commuter and light rail systems are still relatively new, so the infrastructure is still in relatively good repair. However, due to UTA's location in a mountainous area, sometimes erosion or other issues can damage tracks or other equipment along the right-of-way, resulting in speed restrictions. Targets over the year may see an increase to cover these extenuating circumstances, although staff expect the physical infrastructure to perform with very high reliability due to its relatively new condition. UTA does not face any major challenges in making progress toward this target and are on track to meet it next year.

Following is a snapshot of the 2023 A-90 Performance Measures and new 2024 Performance Targets:

Performance Measure	2023 Target (%)	2023 Performance (%)	2023 Difference	2024 Target (%)
AB - Articulated Bus	0.00	0.00	0.00	0.00
AO - Automobile				
BR - Over-the-road Bus	24.00	22.86	-1.14	0.00
BU - Bus	7.00	9.45	2.45	5.00
CU - Cutaway	0.00	14.71	14.71	0.00
DB - Double Decker Bus				0.00
LR - Light Rail Vehicle	0.00	0.00	0.00	0.00
MV - Minivan	13.00	44.49	31.49	17.00
OR - Other				
RL - Commuter Rail Locomotive	0.00	0.00	0.00	0.00
RP - Commuter Rail Passenger Coach	0.00	0.00	0.00	0.00
RS - Commuter Rail Self-Propelled Passenger Car				
SB - School Bus				
SV - Sports Utility Vehicle				
VN - Van	13.00	17.00	4.00	17.00
VT - Vintage Trolley				
Automobiles	94.00	89.19	-4.81	50.00
Trucks and other Rubber Tire Vehicles	30.20	34.96	4.76	19.00
Steel Wheel Vehicles	14.30	14.29	-0.01	17.00
Passenger / Parking Facilities	2.00	1.91	-0.09	2.00
Administrative / Maintenance Facilities	3.00	2.90	-0.10	3.00
CR - Commuter Rail	1.50	5.41	3.91	2.00
LR - Light Rail	3.00	0.54	-2.46	7.00

DocuSigned by:
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Director- Capital Assets & Project Controls
4/22/2024

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Chief Capital Services Officer
4/22/2024

DocuSigned by:
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Executive Director
4/22/2024

Performance Target Calculation Backup

Revenue Vehicles:

Row Labels	Sum of 2024 Total Under ULB	Sum of 2024 Total Over ULB	Sum of Over / Under ULB
AB - Articulated Bus	25	0	0.00%
BR - Over-the road Bus	27	0	0.00%
BU - Bus	423	20	4.51%
CU - Cutaway	131	0	0.00%
LR - Light Rail Vehicle	117	0	0.00%
RL - Commuter Rail Locomotive	18	0	0.00%
RP - Commuter Rail Passenger Coach	38	0	0.00%
VP - Vanpool	454	77	14.50%
Grand Total	**1233**	**97**	**7.29%**

*Since Vanpool fleet is pretty evenly split between Vans and Minivans, both modes will be assigned a 15% target for 2024

Non-Revenue Vehicles:

Row Labels	Count of 2024 Over Existing ULB	2024 Scheduled Replacements	Estimated Targets Over/Under ULB
SAU	**34**		
No	4	0	50.00%
Yes	30	9	50.00%
SSW	**6**		
No	5	0	83.33%
Yes	1	0	16.67%
STR	**674**		
No	409	7	81.16%
Yes	265	94	18.84%
Grand Total	**714**		

2023 TAM Infrastructure Performance Restriction Data

Mode	Total Segments	Restrictions By Mode	Percentage Effected
Commuter Rail Track Segments	38	3	8%
Light Rail Track Segments	44	17	39%
Streetcar Track Segmetns	2	0	0%

Mode	Date	Month	Time Data Collected	From	To	Total Length (DRM)	# Tracks/Lanes Affected	Design or Posted Speed (MPH)	Performance Restriction in Effect (Y/N)	Performance Restriction Cause	Speed Restriction (MPH)	Contact Name	Comments	Segment ID	Restriction Type
CR	1/4/2023	January	9:00 AM	0	0	0			No			James Cragun	No Restrictions		
CR	2/1/2023	February	9:00 AM	0	0	0			No			James Cragun	No Restrictions		
CR	3/1/2023	March	9:00 AM	MP N 13.71	MP N 14.77	4.26	1	79	Yes	Track Settling	45	James Cragun		FN6	Construction
CR	4/5/2023	April	9:00 AM	0	0	0			No			James Cragun	No Restrictions		
CR	5/3/2023	May	9:00 AM	0	0	0			No			James Cragun	No Restrictions		
CR	6/7/2023	June	9:00 AM	0	0	0			No			James Cragun	No Restrictions		
CR	7/5/2023	July	9:00 AM	0	0	0.00			No			James Cragun	No Restrictions		
CR	8/2/2023	August	9:00 AM	MP S43.13	MP S43.2	0.67	1	45	Yes	Defect in Frog	15	James Cragun		FS18	Rail Defect
CR	9/6/2023	September	9:00 AM	0	0	0.00			No			James Cragun	No Restrictions		
CR	10/4/2023	October	9:00 AM	0	0	0.00			No			James Cragun	No Restrictions		
CR	11/1/2023	November	9:00 AM	MP N 8.69	MP N 9.13	0.88	2	79	Yes	Crossing Protection	15	James Cragun		FN3	Maintenance
CR	12/6/2023	December	9:00 AM	0	0	0			No			James Cragun	No Restrictions		
LR	1/4/2023	January	9:00 AM	Airport Interlocking	Airport Station	1.06	2	10	Yes	Malfunctioning gates	10	Spencer Firkins		AP1	Maintenance
LR	1/4/2023	January	9:00 AM	Ballpark Station	BI-6 Signal	2.42	2	25 - 55	Yes	Malfunctioning gates	15	Spencer Firkins	MOW inspecting gate at this time.	NS11	Maintenance
LR	2/1/2023	February	9:00 AM	0	0	0			No			Spencer Firkins	No Restrictions		
LR	3/1/2023	March	9:00 AM	E1101	Bingham Junction	2.50	1	50	Yes	Broken Rail	25	Spencer Firkins		MJ4	Rail Defect
LR	4/5/2023	April	9:00 AM	E1101	Bingham Junction	2.50	1	50	Yes	Broken Rail	25	Spencer Firkins		MJ4	Rail Defect
LR	4/5/2023	April	9:00 AM	Union Curves	Union Curves	0.20	2	10	Yes	Worn Rail	5	Spencer Firkins		WV6	Rail Defect
LR	4/5/2023	April	9:00 AM	Murray Central	Catenary Pole 2312	1.92	1	55	Yes	Arcing	10	Spencer Firkins	MOW INSTALLED CUT OUTS FOR 5300 S. SGR	NS7	Maintenance
LR	5/4/2023	May	12:54 PM	Union Curves	Union Curves	0.20	2	10	Yes	Worn Rail	5	Spencer Firkins		WV6	Rail Defect
LR	5/4/2023	May	12:54 PM	Meadowbrook	Murray Central	4.49	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		NS8	Construction
LR	5/4/2023	May	12:54 PM	Meadowbrook	Murray Central	3.84	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		NS7	Construction
LR	5/4/2023	May	12:54 PM	Fashion Place West	Midvale Fort Union	0.53	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		NS4	Construction
LR	5/4/2023	May	12:54 PM	Fashion Place West	Midvale Fort Union	3.14	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		NS3	Construction
LR	5/4/2023	May	12:54 PM	Fashion Place West	Bingham Junction	0.38	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		MJ6	Construction
LR	5/4/2023	May	12:54 PM	Fashion Place West	Bingham Junction	1.61	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		MJ5	Construction
LR	5/4/2023	May	12:54 PM	Fashion Place West	Bingham Junction	5	2	55	Yes	5300 S./5400 S. Switch Replacement	20	Spencer Firkins		MJ4	Construction
LR	6/8/2023	June	1:18 PM	Union Curves	Union Curves	0.2	2	55	Yes	Worn Rail	5	Spencer Firkins		WV6	Rail Defect
LR	6/8/2023	June	1:18 PM	Murray Central	Catenary Pole 2312	1.92	1	55	Yes	Arcing	10	Spencer Firkins	MOW INSTALLED CUT OUTS FOR 5300 S. SGR	NS7	Maintenance
LR	6/8/2023	June	1:18 PM	LIBRARY	900 E	1.45	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM5	Construction
LR	6/8/2023	June	1:18 PM	LIBRARY	900 E	2.92	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM4	Construction
LR	6/8/2023	June	1:18 PM	Stadium	Medical	0.56	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM3	Construction
LR	6/8/2023	June	1:18 PM	Stadium	Medical	2.49	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM2	Construction
LR	6/8/2023	June	1:18 PM	Stadium	Medical	0.41	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM1	Construction
LR	7/6/2023	July	4:49 PM	Union Curves	Union Curves	0.2	2	10	Yes	Worn Rail	5	Spencer Firkins		WV6	Rail Defect
LR	7/6/2023	July	4:49 PM	LIBRARY	900 E	1.45	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM5	Construction

2023 TAM Infrastructure Performance Restriction Data

Mode	Total Segments	Restrictions By Mode	Percentage Effected
Commuter Rail Track Segments	38	3	8%
Light Rail Track Segments	44	17	39%
Streetcar Track Segmetns	2	0	0%

Mode	Date	Month	Time Data Collected	From	To	Total Length (DRM)	# Tracks/Lanes Affected	Design or Posted Speed (MPH)	Performance Restriction in Effect (Y/N)	Performance Restriction Cause	Speed Restriction (MPH)	Contact Name	Comments	Segment ID	Restriction Type
LR	7/6/2023	July	4:49 PM	LIBRARY	900 E	2.92	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM4	Construction
LR	7/6/2023	July	4:49 PM	Stadium	Medical	0.56	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM3	Construction
LR	7/6/2023	July	4:49 PM	Stadium	Medical	2.49	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM2	Construction
LR	7/6/2023	July	4:49 PM	Stadium	Medical	0.41	2	35	Yes	S Curve Replacement	20	Spencer Firkins		UM1	Construction
LR	8/2/2023	August	10:03 AM	55601	RESUME SPEED BOARD	4.13	1	35	Yes	Warped Rail	10	Spencer Firkins		MI2	Rail Defect
LR	8/2/2023	August	10:03 AM	Murray Central	Sampler Switch	1.92	1	55	Yes	Broken Rail	30	Spencer Firkins		NS7	Rail Defect
LR	8/2/2023	August	10:03 AM	Fashion Place West	Sugar Interlocking	0.27	1	55	Yes	Broken Rail	50	Spencer Firkins		NS4	Rail Defect
LR	9/7/2023	September	11:36 AM	Murray Central	Sampler Switch	1.92	1	55	Yes	Broken Rail	30	Spencer Firkins		NS7	Rail Defect
LR	9/7/2023	September	11:36 AM	Fashion Place West	Sugar Interlocking	0.27	1	55	Yes	Broken Rail	50	Spencer Firkins		NS4	Rail Defect
LR	9/7/2023	September	11:36 AM	55601	RESUME SPEED BOARD	4.13	1	35	Yes	Warped Rail	20	Spencer Firkins		MI2	Rail Defect
LR	10/5/2023	October	1:15 PM	Murray Central	Sampler Switch	1.92	1	55	Yes	Broken Rail	30	Spencer Firkins		NS7	Rail Defect
LR	10/5/2023	October	1:15 PM	Fashion Place West	Sugar Interlocking	0.27	1	55	Yes	Broken Rail	50	Spencer Firkins		NS4	Rail Defect
LR	10/5/2023	October	1:15 PM	55601	RESUME SPEED BOARD	4.13	1	35	Yes	Warped Rail	20	Spencer Firkins		MI2	Rail Defect
LR	10/5/2023	October	1:15 PM	Meadowbrook	Murray Central	4.49	2	55	Yes	SGR Replacement	35	Spencer Firkins		NS8	Construction
LR	10/5/2023	October	1:15 PM	Meadowbrook	Murray Central	3.84	2	55	Yes	SGR Replacement	35	Spencer Firkins		NS7	Construction
LR	11/3/2023	November	9:37 AM	Murray Central	Sampler Switch	1.92	1	55	Yes	Broken Rail	30	Spencer Firkins		NS7	Rail Defect
LR	12/7/2023	December	11:18 AM	Dry Creek 2	Sandy Civic Center	0.26	1	55	Yes	Warped Rail	35	Spencer Firkins		DN3	Rail Defect

Average Monthly Performance Restriction Calculation

Sum of Total Length (DRM)	Column Labels											
Row Labels	January	March	April	May	June	July	August	September	October	November	December	Grand Total
CR	**0**	**4.26**	**0**	**0**	**0**	**0**	**0.67**	**0**	**0**	**0.88**	**0**	**5.81**
Construction		4.26										4.26
Maintenance										0.88		0.88
Rail Defect							0.67					0.67
(blank)	0		0	0	0	0.00		0.00	0.00		0.00	0.00
LR	**3.48**	**2.5**	**4.62**	**19.19**	**9.95**	**8.03**	**6.32**	**6.32**	**14.65**	**1.92**	**0.26**	**77.24**
Construction				18.99	7.83	7.83			8.33			42.98
Maintenance	3.48		1.92		1.92							7.32
Rail Defect		2.5	2.7	0.2	0.2	0.20	6.32	6.32	6.32	1.92	0.26	26.94
Grand Total	**3.48**	**6.76**	**4.62**	**19.19**	**9.95**	**8.03**	**6.99**	**6.32**	**14.65**	**2.80**	**0.26**	**83.05**

The table above is calculated in a way consistent with the FTA Guidebook for calculating performance restrictions for an agency's infrastructure. This data is not required to be included on the A90 NTD reporting form that we can see. However, it is calculated and retained if it is requested. The intent of this table is to capture open performance restrictions on an agency's fixed guideway. The information above tells a reader that while UTA may have had occasional performance restrictions, they were able to remedy those restrictions in a reasonable amount of time. To be included on the list for consideration, a performance restriction must be in effect the first Wednesday of each month at 9:00 am. The units for these values are Direction Route Miles (DRM).

Appendix E- TAM Facility Performance Measure Reporting Guidebook

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/asset-management/60361/tam-facility-performance-measure-reporting-guidebook-v1-2.pdf

Appendix F- TAM Infrastructure Performance Measure Reporting Guidebook

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/asset-management/60356/tam-infrastructure-performance-measure-reporting-guidebook.pdf

Appendix G- Track Segment Master List

Row Labels	Count of TRACK SEGMENT NAME
BLUE	**22**
150 SOUTH INTERLOCKING TO DELTA INTERLOCKING	1
5200 SOUTH CROSSOVER TO CENTRAL INTERLOCKING	1
5500 SOUTH CROSSOVERS TO 5200 SOUTH CROSSOVER	1
700 SOUTH CROSSOVER TO MAIN STREET INTERLOCKING	1
BALLPARK INTERLOCKING TO 700 SOUTH CROSSOVER	1
BEETDIGGER INTERLOCKING TO PIONEER INTERLOCKING	1
CENTRAL INTERLOCKING TO I-80 INTERLOCKING	1
CUSHING INTERLOCKING TO SUGAR INTERLOCKING	1
DELTA INTERLOCKING TO GATEWAY INTERLOCKING	1
DELTA INTERLOCKING TO NORTH SOUTH INTERMODAL HUB TIE IN	1
DRAPER TERMINAL TO DRY CREEK	1
DRY CREEK TO BEETDIGGER	1
GATEWAY INTERLOCKING TO INTERMODAL INTERLOCKING	1
I-80 INTERLOCKING TO UNION INTERLOCKING	1
INTERMODAL INTERLOCKING TO NORTH SOUTH EOL	1
LOVENDAHL INTERLOCKING TO 5500 SOUTH CROSSOVER	1
MAIN STREET INTERLOCKING TO 150 SOUTH INTERLOCKING	1
NORTH SOUTH EOL TO DRAPER TERMINAL	1
NORTH SOUTH INTERMODAL HUB TIE IN TO GATEWAY INTERLOCKING	1
PIONEER INTERLOCKING TO CUSHING INTERLOCKING	1
SUGAR INTERLOCKING TO LOVENDAHL INTERLOCKING	1
UNION INTERLOCKING TO BALLPARK INTERLOCKING	1
COMMUTER RAIL	**38**
1300 SO TO 1700 SO SIDING	1
AMERICAN FORK SIDING	1
CENTERVILLE SIDING	1
CLEARFIELD SIDING	1
DRAPER SIDING	1
FARMINGTON SIDING	1
KAYSVILLE SIDING	1
LAYTON SIDING	1
LEHI SIDING	1
MURRAY SIDING	1
OGDEN SIDING	1
OREM SIDING	1
PROVO EOL TO	1
PROVO SIDING	1
ROY SIDING	1
SALT LAKE INTERMODAL NORTH TO END OF SLI	1
SALT LAKE INTERMODAL SIDING	1

Row Labels	Count of TRACK SEGMENT NAME
SINGLE LINE NORTH CENTERVILLE TO FARMINGTON	1
SINGLE LINE NORTH CLEARFIELD TO ROY	1
SINGLE LINE NORTH FARMINGTON TO KAYSVILLE	1
SINGLE LINE NORTH KAYSVILLE TO LAYTON	1
SINGLE LINE NORTH LAYTON TO CLEARFIELD	1
SINGLE LINE NORTH OGDEN TO PLEASANT VIEW EOL	1
SINGLE LINE NORTH ROY TO OGDEN	1
SINGLE LINE NORTH SALT LAKE INTERMODAL TO WOODS CROSS	1
SINGLE LINE NORTH WOODS CROSS TO CENTERVILLE	1
SINGLE LINE SOUTH	1
SINGLE LINE SOUTH 1300 SO SIDING TO SLI	1
SINGLE LINE SOUTH AMERICAN FORK TO LEHI	1
SINGLE LINE SOUTH DRAPER TO SOUTH JORDAN	1
SINGLE LINE SOUTH LEHI TO DRAPER	1
SINGLE LINE SOUTH MURRAY TO 1700 SO	1
SINGLE LINE SOUTH OREM TO AMERICAN FORK	1
SINGLE LINE SOUTH PROVO TO OREM	1
SINGLE LINE SOUTH JORDAN TO MURRAY	1
SOUTH JORDAN SIDING	1
VINEYARD SIDING	1
WOODS CROSS SIDING	1
GREEN	**11**
AIRPORT INTERLOCKING TO EOL	1
AIRPORT JUNCTION INTERLOCKING TO FREEWAY INTERLOCKING	1
EAST INTERLOCKING TO AIRPORT INTERLOCKING	1
FREEWAY INTERLOCKING TO RUNWAY INTERLOCKING	1
NORTH SOUTH TIE IN TO UNION A INTERLOCKING	1
REDWOOD CROSSOVER INTERLOCKING TO WEST VALLEY INTERLOCKING	1
RUNWAY INTERLOCKING TO EAST INTERLOCKING	1
UNION A INTERLOCKING TO ZCMI INTERLOCKING	1
WEST VALLEY INTERLOCKING TO EOL	1
X-OVER INTERLOCKING TO REDWOOD CROSSOVER	1
ZCMI INTERLOCKING TO X-OVER INTERLOCKING	1
RED	**11**
450 EAST INTERLOCKING TO RICE INTERLOCKING	1
FIELD HOUSE INTERLOCKING TO U HEALTH SCIENCES INTERLOCKING	1
HEALTH SCIENCES INTERLOCKING TO EOL	1
JUNCTION INTERLOCKING TO QUICK INTERLOCKING	1
KENNECOTT INTERLOCKING TO EOL	1
MAIN STREET INTERLOCKING TO 450 EAST INTERLOCKING	1
NORTH INTERLOCKING TO KENNECOTT INTERLOCKING	1

Row Labels	Count of TRACK SEGMENT NAME
NORTH SOUTH TIE IN TO TUNNEL INTERLOCKING	1
QUICK INTERLOCKING TO NORTH INTERLOCKING	1
RICE INTERLOCKING TO FIELD HOUSE INTERLOCKING	1
TUNNEL INTERLOCKING TO JUNCTION INTERLOCKING	1
STREETCAR	**2**
500 EAST STATION TO McCLELLAND ST STATION	1
NORTH SOUTH TIE IN TO 500 EAST STATION	1
Grand Total	**84**

Figure 18- Track Segment Master List

Appendix H- Capital Inventory Report

This report is a high-level summary count of assets being housed in UTA's Asset Management System

Includes UTA assets and Third Party Assets for UTA's Group Plan Participants

Asset Descriptions	Airport Trax	Commuter Rail North	Commuter Rail South	Equipment	Facilities	Intermodal Extension Trax	JRSC	MAX	Mid - Jordan Trax	Non - Revenue Vehicles	North/South Trax	OGX	Revenue Vehicles	Sugar House Streetcar	Ticket Vending Machine	University Trax	UVX	West Valley Trax	Grand Total
AC Switchgear	6					3			11		15			2		5		6	48
Administrative Buildings					38														38
Articulated Bus (60 ft) - Hybrid													25						25
At-Grade Crossings	5	27	35			1			15		38					6		7	134
Ballast CR		4																	4
Ballast LR	3								5		7			1				3	19
Ballasted Curve	44	232	292			12			120		208							122	1030
Ballasted Diamond Crossover	2	1				1			2		1					1		2	10
Ballasted Single Crossover	1	2	1						10		15			1				5	35
Ballasted Tangent	25	136	164			7			86		133			1				56	608
Bridge	5	5	36						19		11							8	84
BRT Station								27				21					22		70
Building Boiler												4							4
Building Elevators and Conveying Systems				28															28
Bumper Stop											2			3					5
Bus (<30 ft)													229						229
Bus (<30 ft) - Diesel													3						3
Bus (35 ft) - Diesel													36						36
Bus (40 ft) - CNG													47						47
Bus (40 ft) - Diesel													212						212
Bus (40 ft) - Electric													36						36
Bus (40 ft) - Hybrid													9						9
Bus Guideway																	1		1
Bus Maintenance Buildings					17														17
Bus Washer				4	1														5
Catenary Poles	263					147			523		935			106		211		353	2538
CNG Refueling Station					2														2
Commuter Rail Locomotive													18						18
Commuter Rail Passenger Coach													16						16
Commuter Rail Self-Propoelled Passenger Car													22						22
Concrete Ties	5	2	2						3		7			1				3	23
DC Switchgear	12					6			18		34			4		11		12	97
Direct Fixation Curve	4															10		8	22
Direct Fixation Tangent	5															5		1	11
Drainage	139	777	172			13			3		269			45		123		184	1725
Dynamometers				2															2
Electrification Catenary	71					31			122		183			34		69		70	580
Electrification Substations	6					3	2		11		15			2		5		6	50
Embedded Curve	48					43					27			21		49		14	202
Embedded Diamond Crossover																2			2
Embedded Single Crossover	2					5					2					1			10
Embedded Tangent	55	19	2			45			26		34			24		49		41	295
Fencing	19	82	145						52		152					1		26	477
Fiber Optic Cable	2	4	3	2					1		5			1		2		1	21
Fuel Island				1	7														8
Gates, Flashers, Crossings	26	116	168						122		304					39		46	821
Grade Crossing Panel		36	47						63		79							26	251
Grass Tangent	2										3								5

Asset Descriptions	Airport Trax	Commuter Rail North	Commuter Rail South	Equipment	Facilities	Intermodal Extension Trax	JRSC	MAX	Mid - Jordan Trax	Non - Revenue Vehicles	North/South Trax	OGX	Revenue Vehicles	Sugar House Streetcar	Ticket Vending Machine	University Trax	UVX	West Valley Trax	Grand Total
Half Grand	1															1			2
Impedance Bond	12					6			20		26			2		10		12	88
In-Station Revenue Collection															186				186
Interlocking	45	119	94			36			67		144			26		32		29	592
Lifts - Fixed				6															6
Lifts - Fixed: In Floor				75															75
Lifts - Fixed: Parallelogram				6															6
Lifts - Portable				12															12
LRV													117						117
Maintenance Equipment				175															175
Non-Revenue Vehicle: Car										23									23
Non-Revenue Vehicle: Special										233									233
Non-Revenue Vehicle: Truck										652									652
Onboard Train Control				41															41
Operational Simulator				2															2
Over-the-Road Coach													27						27
Phone System																		1	1
Radio		1		6															7
Rail Station - CR					17														17
Rail Station - LR					60														60
Retaining Walls	9	10	49		1				20		16			1		7		23	136
Signals & Train Stops - LR	38		1						8		38			16		56		12	169
Software				26															26
Station Parking Garage					4														4
Stations Park and Ride					47														47
Storage - Yards					9														9
Switch Heaters											14								14
Switch Machine	22	83	32			16			95		85			6		16		44	399
Train Control - CR		22	32																54
Train Control - LR	40		1			2			50		188			11		10		33	335
Train Washer				3															3
Trolleybus			4																4
Underground Guideway	1															1			2
Vanpool					106								402						508
Vehicle Paintbooth				1															1
Wayside Train Control			6																6
Wood Ties	2	2	2						5		6							3	20
Yard Track		39							24									74	137
Grand Total	920	1719	1288	390	309	377	2	27	1501	908	2996	25	1199	308	186	722	23	1231	14131

Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Non Revenue/Service Automobile	Vehicle Lift	Stertil Koni 4 Column	Vehicle Lift System	1	NA	United Way of Utah County	2018	NA	$44,255.83
Equipment	Trucks and other Rubber Tire Vehicles	Ford Service Truck	Ford	Ford F550	1	1FDUF5HT6LDA14151	United Way of Utah County	2021	3,189	$52,691.00
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	Ford	Econonline	1	1FDFE4FS2HDC06593	United Way of Utah County	2016	81,122	$92,795.89
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	Ford	Econonline	1	1FDFE4FS7HDC06587	United Way of Utah County	2016	97,302	$92,795.89
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	Ford	E450	1	1FDFE4FS7HDC57295	United Way of Utah County	2018	86,549	$88,696.07
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	Ford	E450	1	1FDFE4FSXHDC57307	United Way of Utah County	2018	90,750	$88,696.07
RevenueVehicles	MV - Mini-van	2022 Chrysler Voyager	Chrysler	Voyager	1	2C4RC1CG7NR203865	United Way of Utah County	2023	3,283	$54,715.00
RevenueVehicles	MV - Mini-van	2023 Chrysler Voyager	Chrysler	Voyager	1	2C4RC1CG4PR597960	Weber County Aging Services	2023	2,914	$65,585.00
RevenueVehicles	VN - Van	2018 Ford Norcal Transit U4X	Ford	Norcal	1	1FDVU4XM6JKA22079	United Way of Utah County	2018	47,723	$78,559.38
RevenueVehicles	VN - Van	2018 Ford NorCal Transit U4X	Ford	Norcal	1	1FDVU4XM5JKA90323	United Way of Utah County	2018	38,441	$78,559.38
RevenueVehicles	VN - Van	2022 Accessible (ADA) Ford	Ford	Transit Van	1	1FDVU4XG9NKA42372	United Way of Utah County	2023	2,809	$54,715.00
RevenueVehicles	VN - Van	T-350 HD WAGON DRW	Ford	Transit Van	1	1FDVU4X81MKA75762	United Way of Utah County	2023	20,624	$71,635.00

Asset Conditions (Revenue Vehicles)

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	1	1FDFE4FS2HDC06593	8	81,122	$92,795.89	4	Yes
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	1	1FDFE4FS7HDC06587	8	97,302	$92,795.89	4	Yes
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	1	1FDFE4FS7HDC57295	6	86,549	$88,696.07	4	Yes
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	1	1FDFE4FSXHDC57307	6	90,750	$88,696.07	4	Yes
RevenueVehicles	MV - Mini-van	2022 Chrysler Voyager	1	2C4RC1CG7NR203865	1	3,283	$54,715.00	4	No
RevenueVehicles	MV - Mini-van	2023 Chrysler Voyager	1	2C4RC1CG4PR597960	1	2,914	$65,585.00	4	No
RevenueVehicles	VN - Van	2018 Ford Norcal Transit U4X	1	1FDVU4XM6JKA22079	6	47,723	$78,559.38	4	Yes
RevenueVehicles	VN - Van	2018 Ford NorCal Transit U4X	1	1FDVU4XM5JKA90323	6	38,441	$78,559.38	4	Yes
RevenueVehicles	VN - Van	2022 Accessible (ADA) Ford	1	1FDVU4XG9NKA42372	1	2,809	$54,715.00	4	No
RevenueVehicles	VN - Van	T-350 HD WAGON DRW	1	1FDVU4X81MKA75762	1	20,624	$71,635.00	4	No

Asset Conditions (Equipment)

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Non Revenue/Service Automobile	Vehicle Lift	1	NA	6	NA	$44,255.83	10	No
Equipment	Trucks and other Rubber Tire Vehicles	Ford Service Truck	1	1FDUF5HT6LDA14151	3	3,189	$52,691.00	14	No

Appendix I- Ten-Year Plans

UTAH TRANSIT AUTHORITY



MOW 10-YEAR REPLACEMENT PLAN

Years 2025 -2034

Introduction

The Maintenance of Way (MOW) 10-Year Plan is developed to target the assets that may need to be rehabbed or replaced. This plan will show the assets that have exceeded their useful life. Once an asset has exceeded its useful life it will show up on the state of good repair (SGR) backlog. In this document, these assets are identified by their asset number or general description. The asset number is the identifying number that is used in UTA's inventory management system (JDE). The items that have a general description will not call out specific assets but will act as a placeholder for assets later identified.

At the beginning of each project there are labels connecting the project to the UTA 5-Year Capital Budget. The project code and project name are the identifiers that the MOW 10-Year Replacement plan uses to reference UTA's 5-Year Capital Plan. The target backlog percentage is the goal UTA will try to maintain during the 10-year plan; this means the percentage of assets remaining that have exceeded their useful life but have not yet been rehabbed or replaced. The total assets line represents the total amount of assets for that category or individual assets within that category.

To create a better understanding for the individual projects and their focus a high level overview will be given below for all proposed projects.

Grade Crossing Rehab/Replacement - Grade crossings are the place where a railroad and a road cross at the same level. This project will cover the grade crossing panels replacement only. The grade crossing panels are the set of panels or area that allows crossing vehicular traffic to travel over the UTA rail corridors.

Rail Rehab/Replacement - This project will take place in two types of territories on the rail alignment: embedded and ballasted. Embedded track, sometimes called street running areas, both supports the rail and automobile traffic. Ballasted track is on railroad ballast (rocks) that serves as a bed for railroad tracks to provide stability, drainage, and support for the significant loads that rail vehicles carry.

This Rail Rehab project also covers the replacement of crossovers which are a pair of switches connecting two parallel rail tracks, allowing a train on one track to cross over to the other. Three types of curved track will also be evaluated for replacement: embedded, ballasted, and direction fixation. The embedded and ballasted track have already been defined above. Direct fixation uses concrete pedestals to support the track leaving the rail fully exposed.

Rail Switches/Trackwork Controls - This project covers rail switches, which are a mechanical installation enabling railway trains to be guided from one track to another. UTA will address replacing three types of switches on the right of way and in the rail yards: hand throw, derail, and powered. Hand throw swithces have two parts linked together: the throw bar which extends to the lever on the near side of the track, which is activated using human strength to move from one position to the other. Derails are switches that direct errant rolling trains away from the mainline. Powered switches perform the same function as hand throw except that an electric motor is used to move the switch. This can be thrown remotely through our TDX software or physically at the switch by an authorized person.

Train Control Rehab/Replace - The train control systems are the hardware and software equipment that monitor the train locations and movements in order to ensure safety. During the MOW 10-year plan years, the gate mechanisms for grade crossings will be replaced. The gate mechanisms are the mechanical components

that help to raise and lower the automatic gates that are intended to keep vehicles and people from entering the grade crossing.

Traction Power Rehab/Replacement - Traction power substations (TPSS) are electrical substations that convert electric power from the form provided by the electric utility service to an appropriate voltage, current type, and frequency to supply UTA's light rail vehicles. TPSS will only have rehabs completed during this timeframe consisting of upgrading components and replacing any worn out parts.

Ballast and Ties Rehab/Replacement - Track ballast forms the trackbed upon which railroad ties are laid. It is packed between, below, and around the ties. It is used to bear the load from the railroad ties, to facilitate drainage of water, and keep down vegetation that might interfere with track structure. UTA's choice of ballast product is gravel or rocks. If the trackbed becomes uneven it will be necessary to pack ballast underneath sunken ties to level the track again. This is usually done by using a ballast tamping machine. The railroad tie is a rectangular support for the rail in railroad tracks. Ties transfer the loads to the track ballast, hold the rails upright, and keep the rails spaced to the correct gauge. The types of railroad ties that UTA currently uses are wood and concrete ties.

Rail Communication Fiber Rehab/Replace - Fiber-Optic communication is the method of transmitting information from one place to another by sending pulses of infrared light through fiber optic cable. Fiber is used throughout both Commuter and Light rail systems at UTA for railway signal controls, passenger information signs, and other communication devices.

Overhead Catenary System (OCS) Rehab/Replacement - The overhead catenary system acts as the contact line technique for transmission of electrical power. The substations supply the overhead catenary system which uses an electrical cable to transmit electrical energy to the light rail vehicles for their power and propulsion system.

Bridge Rehabilitation/Maintenance - Bridge inspection will be the catalyst for these projects. The inspections will help to identify small defects or potential problem areas in the bridges to help mitigate any major developing issues. UTA currently uses a third party vendor who completes these bridge inspections.

Condition Studies - The condition studies that UTA will perform are geometry car, OCS wire scans, fiber testing, and grade crossing baseline study. Geometry car testing will be used to test several parameters of the track geometry and rail profile. OCS wire scans will provide the current wear on the contact wire to help show potential weak spots on the alignment. Fiber testing will be used to measure the overall optic loss, measure performance, and prevent any avoidable issues. The grade crossing baseline study will cover the study of the AFTAC system and the train detection timing required for proper grade crossing safety. The frequency of these tests will help to create a baseline for how each respective areas assets are wearing and show trending as time passes. While OCS wire scans and fiber testing are performed under the OCS and Fiber projects, the geometry car and grade crossing baseline studies are conducted under this project.

This plan will provide an outline for specific assets that Project Managers can package into their projects. This plan is intended to be an outline in the sense that changes may need to be made by business units and as time progresses. Quantities and costs have the potential to change over time especially in a 10-year period. Periodically a review of this document will be required to evaluate its effectiveness.

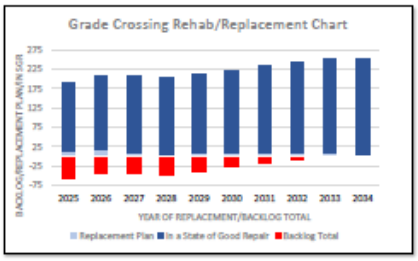
General Description

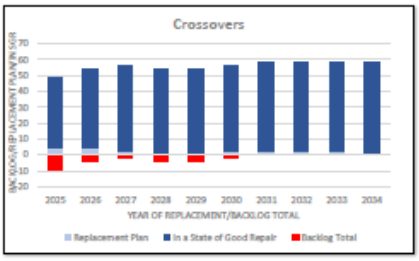
This is a high level overview of the budget for the 10-year MOW maintenance plan per individual projects. Each project shows the money that has been budgeted for individual years during the 10-Year plan. The sum of the individual projects budgeted money is shown in the total line. The budget numbers for the years 2025 - 2028 were derived from the UTA 5-Year Capital Plan. The budget numbers for years 2029 - 2034 were gathered using the 2024 TERM Lite projection numbers from the constrained raw data file.

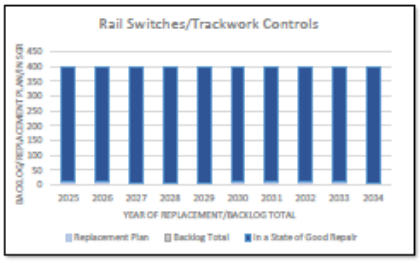
The charts on this page represent the projects that will have SGR backlog over the course of the 10 years. The charts represent the efforts that will need to take place in order to hit a certain backlog target percentage. Not all projects will have a chart due to no SGR backlog within that project. Some projects will have multiple charts due to different asset types within that project having SGR backlog. Information on each project will be given in greater detail per individual tabs in the Excel work book or shown individually in PDF form.

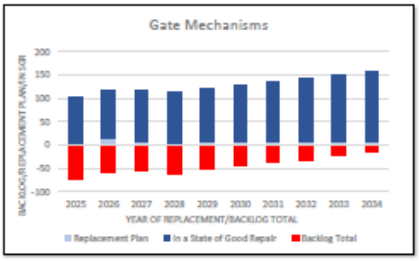
	Project Name								
Year	Grade Crossing Rehab/Replacement *SGR393*	Rail Rehab/Replacement *SGR385*	Rail Switches/ Trackwork Controls *SGR404*	Train Control Rehab/Replacement *SGR403*	Traction Power Rehab/Replacement *SGR397*	Ballast and Ties Rehab/Replacement *SGR401*	Fiber Replacement *SGR410*	OCS Rehab/Replacement *SGR398*	Bridge Rehab/Maintenance *SGR359*
2025	$4,500,000.00	$6,200,000.00	$500,000.00	$10,900,000.00	$4,300,000.00	$300,000.00	$1,519,000.00	$5,900,000.00	$420,000.00
2026	$2,200,000.00	$2,435,000.00	$4,500,000.00	$9,467,000.00	$0.00	$300,000.00	$679,000.00	$10,000,000.00	$440,000.00
2027	$2,200,000.00	$4,500,000.00	$1,600,000.00	$9,900,000.00	$0.00	$300,000.00	$682,000.00	$10,000,000.00	$460,000.00
2028	$4,000,000.00	$3,987,000.00	$1,400,000.00	$10,400,000.00	$0.00	$300,000.00	$686,000.00	$10,000,000.00	$500,000.00
2029	$4,000,000.00	$1,400,000.00	$800,000.00	$400,000.00	$15,000,000.00	$300,000.00	$0.00	$775,000.00	$300,000.00
2030	$3,000,000.00	$800,000.00	$800,000.00	$400,000.00	$15,000,000.00	$600,000.00	$0.00	$775,000.00	$300,000.00
2031	$3,000,000.00	$900,000.00	$800,000.00	$400,000.00	$15,000,000.00	$600,000.00	$0.00	$775,000.00	$300,000.00
2032	$3,000,000.00	$6,000,000.00	$800,000.00	$400,000.00	$15,000,000.00	$600,000.00	$0.00	$775,000.00	$300,000.00
2033	$3,000,000.00	$900,000.00	$800,000.00	$400,000.00	$0.00	$600,000.00	$0.00	$775,000.00	$300,000.00
2034	$3,000,000.00	$900,000.00	$800,000.00	$400,000.00	$0.00	$600,000.00	$0.00	$775,000.00	$300,000.00
Total	**$31,900,000.00**	**$28,022,000.00**	**$12,800,000.00**	**$43,067,000.00**	**$64,300,000.00**	**$4,500,000.00**	**$3,566,000.00**	**$40,550,000.00**	**$3,620,000.00**

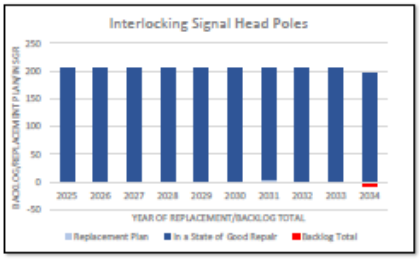
SGR Backlog Charts For Point Assets

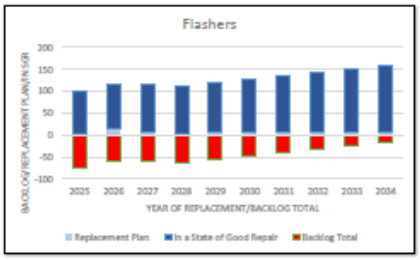


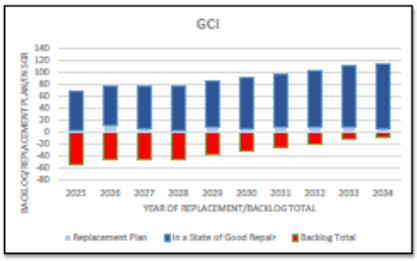




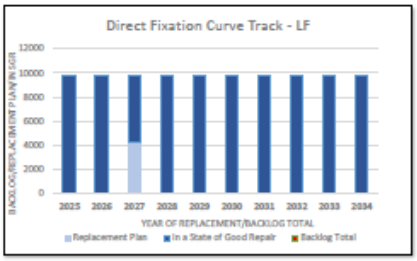


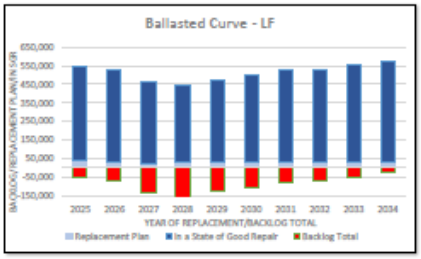


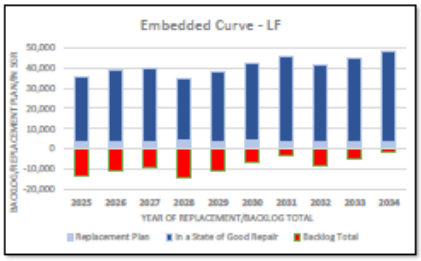


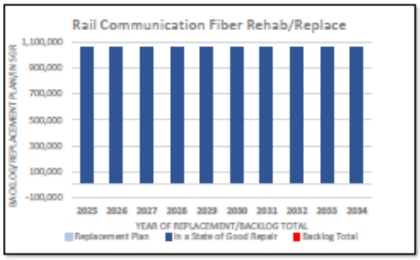


SGR Backlog Charts For Linear Assets









UTA MOW 10-YEAR REPLACEMENT PLAN

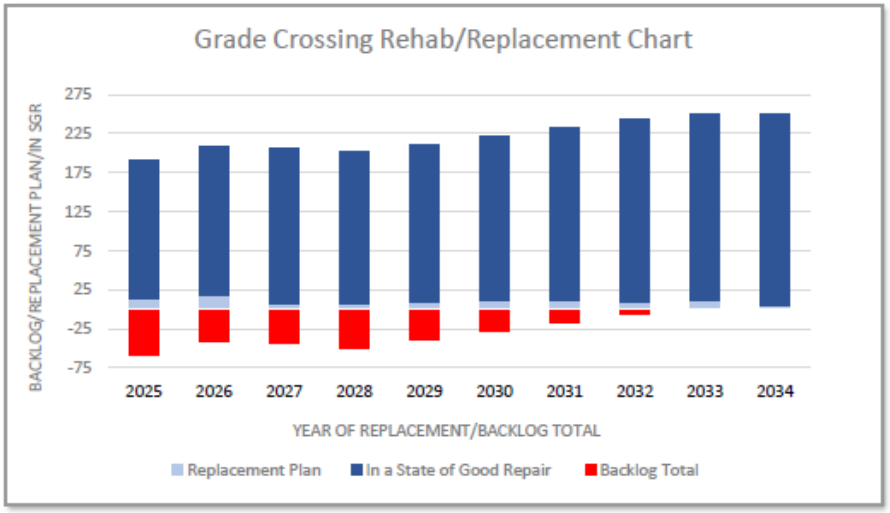
Project Code	SGR393	**Target Backlog %**	10%
Project Name	Grade Crossing Rehab/Replacement	**Total Assets**	250

Projected 10 Year Budget:

2025	$4,500,000
2026	$2,200,000
2027	$2,200,000
2028	$4,000,000
2029	$4,000,000
2030	$3,000,000
2031	$3,000,000
2032	$3,000,000
2033	$3,000,000
2034	$3,000,000
Total Budget	**$31,900,000**

General Project Description:

This project will cover the replacement of light rail and commuter rail grade crossing panel sets. The grade crossing panels are the set of panels or area that allows crossing vehicular traffic to travel over the UTA rail corridors. The majority of these panels will need to be replaced on the light rail right-of-way. The commuter rail will have 31 grade crossing panels reach their useful life in the year 2029. These commuter rail panels will start replacements in the year 2027 in order to spread the associated costs, with bulk being replaced during years 2027 - 2028. The light rail grade crossings will be listed with name of the grade crossing, each crossing consisting of 2 panels. In year 2025 there are 72 panels on the light rail line that will exceed their useful life. In order to reduce the light rail backlog, the first 2 years will consist of only replacing light rail panels. To maintain a 10% backlog by the end of the 10 year plan, UTA will need to replace/rehab at minimum 8 grade crossing panels per year.



UTA MOW 10-YEAR REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$4,500,000.00	$2,200,000.00	$2,200,000.00	$4,000,000.00	$4,000,000.00
3300 South (LR, N/S) Asset #'s: 34576, 35153	Jordan Valley Way (LR, MJ) Asset #'s: 33984, 34321	400 North (CRN) Asset #'s: 32306, 33005	Paxton Ave (LR, N/S) Asset # 34548	2950 South (LR, N/S) Asset #'s 34574, 35151
1070 West (LR, WV) Asset #'s: 35676, 35881	Wasatch Meadows (LR, MJ) Asset #'s: 33987, 34324	Pages Lane (CRN) Asset #: 32307	1300 North (CRN) Asset #: 32316	Split Rock (LR, MJ) Asset #'s: 34307, 33972
Chesterfield St (LR, WV) Asset #'s: 35679, 35884	South Jordan Pkwy (LR, MJ) Asset #'s: 33993, 34330	Old Mill Lane (CRN) Asset #: 32309	1000 East (CRN) Asset #: 32314	Lake Ave (LR, MJ) Asset #'s: 33974, 34309
Decker Lake (LR, WV) Asset #'s: 35682, 35887	7720 South (LR, N/S) Asset #'s: 34553, 35130	300 North (CRN) Asset #: 32305	1800 North (CRN) Asset #: 32317	Rain Lily Dr (LR, MJ) Asset #'s: 33971, 34306
E- Center (LR, WV) Asset #'s: 35683, 35888	8000 South (LR, N/S) Asset #'s: 34554, 35131	Gentile Street (CRN) Asset #: 32310	5813 South (LR, N/S) Asset #'s 34584, 35161	Mellow (LR, MJ) Asset #'s 33973, 34308
3360 South (LR, WV) Asset #'s: 35685, 35890	Duckhorn Dr (LR, MJ) Asset #'s: 34312, 34313	King Street (CRN) Asset #: 32311	2300 North (CRN) Asset #: 32318	
3500 South (LR, WV) Asset #'s: 35686, 35891	2100 South (LR, N/S) Asset #'s: 34571, 35148	Hill Field Road (CRN) Asset #: 32312		
	4800 South (LR, N/S) Asset #'s: 34582, 35158			
	Fireclay Ave (LR, N/S) Asset #'s: 34580, 35156			

2030	2031	2032	2033	2034
$3,000,000.00	$3,000,000.00	$3,000,000.00	$3,000,000.00	$3,000,000.00
Black Twig Dr (LR, MJ) Asset #'s 33975, 34310	2320 South (LR,WV) Asset #'s 35677, 35882	200 South (CRN) Asset #'s: 32304, 33004	4000 South (CRN) Asset #'s: 32322, 33009	1500 South (CRN) Asset #: 32330
Rambutan Way (LR, MJ) Asset #'s: 33976, 34311	6100 South (LR, N/S) Asset #'s: 34586, 35162	10000 South (LR, N/S) Asset #'s 34562, 35139	Kennecott Private (LR, MJ) Asset #'s 33977, 34314	500 South (CR) Asset #: 32331

UTA MOW 10-YEAR REPLACEMENT PLAN

2030 (Cont'd)	2031 (Cont'd)	2032 (Cont'd)	2033 (Cont'd)	2034 (Cont'd)
Big Sur Dr (LR, MJ) Asset #'s: 34331, 33994	8680 South (LR, N/S) Asset #'s: 35134, 34559	4500 South (LR, N/S) Asset #'s 34581, 35157	6000 South (CRN) Asset #: 32320	Center Street (CRN) Asset #: 32327
8530 South (LR, N/S) Asset #'s: 34556, 35133	8720 South (LR, N/S) Asset #'s: 34558, 35135	200 South SLC (CRN) Asset #'s 32304, 33004	Private Road (LR, MJ) Asset #'s 33982, 34319	2700 North (CRN) Asset #: 32326
Vine Street (LR, N/S) Asset #'s: 34583, 35159	8800 South (LR, N/S) Asset #'s: 35136, 34559	Central Ave Siding (LR, N/S) Asset # 34578	JRSC Yard (LR, WV) Asset #'s 35675, 35880	Main Street (CRN) Asset #: 32328
17th Street (CRN) Asset #: 32325	3300 South (CRN) Asset #: 32323	4800 South (CRN) Asset #: 32321	1100 North (CRN) Asset #'s: 33010, 32329	

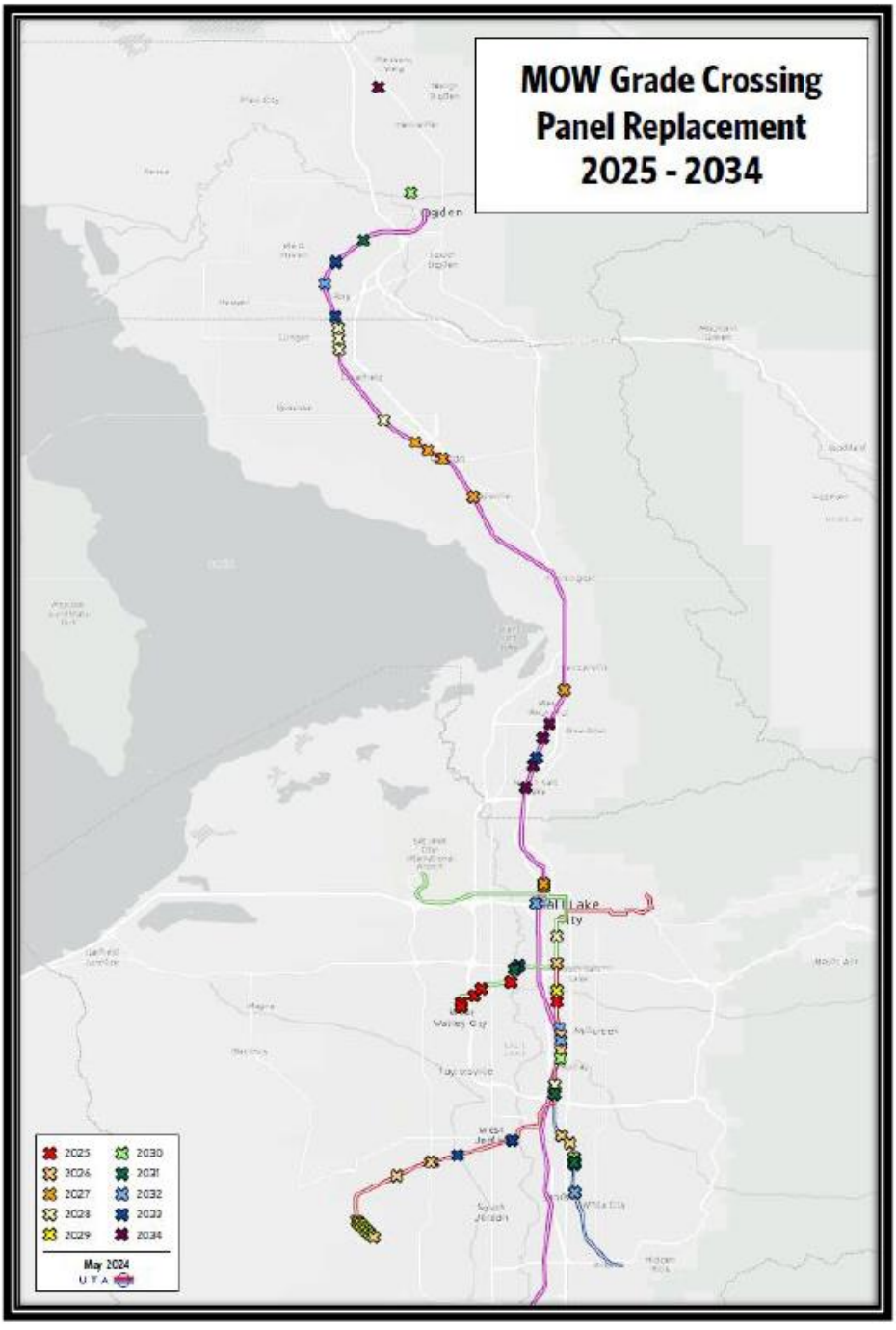
Anticipated Backlog Representation

Total Assets 250

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	14	58	192	178
2026	18	42	208	190
2027	8	44	206	198
2028	7	49	201	194
2029	10	39	211	201
2030	11	28	222	211
2031	11	17	233	222
2032	10	7	243	233
2033	11	0	250	239
2034	5	0	250	245

Grade Crossing Panels

Year	Projected Backlog
2025	72
2026	2
2027	10
2028	12
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0


MOW Grade Crossing
Panel Replacement
2025 - 2034
Ogden
Salt Lake City
West Valley City
West Jordan
South Jordan
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
May 2024
UTA

UTA MOW 10-YEAR REPLACEMENT PLAN

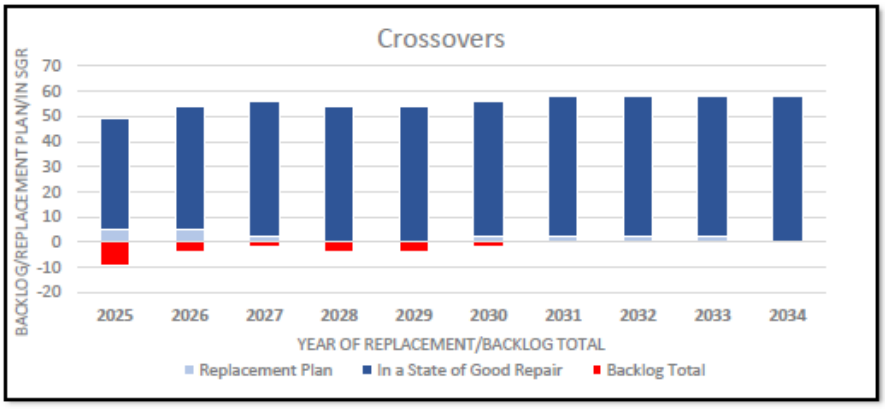
Project Code	SGR385
Project Name	Rail Rehab and Replacement
Projected 10 Year Budget:	
2025	$6,200,000.00
2026	$2,435,000.00
2027	$4,500,000.00
2028	$3,987,000.00
2029	$1,400,000.00
2030	$800,000.00
2031	$900,000.00
2032	$6,000,000.00
2033	$900,000.00
2034	$900,000.00
Total Budget	**$28,022,000.00**

Target Backlog %	10%
Total Crossovers (EA)	58
Direct Fixation (LF)	9,839
Ballasted Curve (LF)	600,337
Embedded Curve (LF)	49,076

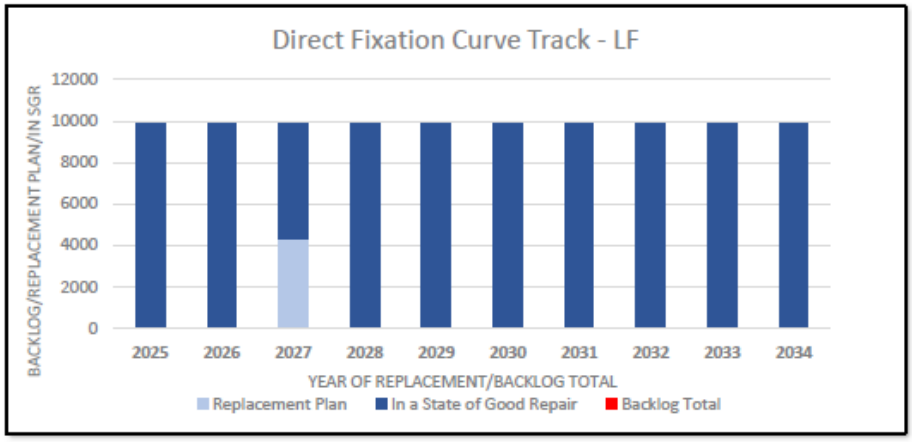
General Project Description:

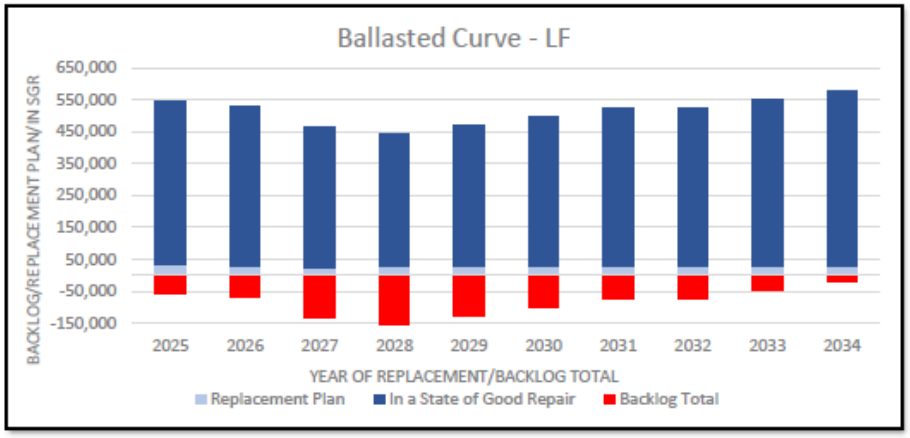
This project will cover the replacement of crossovers in both embedded and ballasted track areas on the light rail and commuter rail right-of-way. During the 10 year time period, two embedded diamond crossovers, two ballasted diamond crossover, thirteen ballasted single crossover, and four embedded single crossovers will reach their useful life. The 450 crossovers and Fieldhouse crossovers are currently not powered. During the replacements of crossovers that are not powered, UTA will need to evaluate options of creating powered crossovers in these locations. The replacement plan for the 10 years will show the amount of replacements planned for that year.

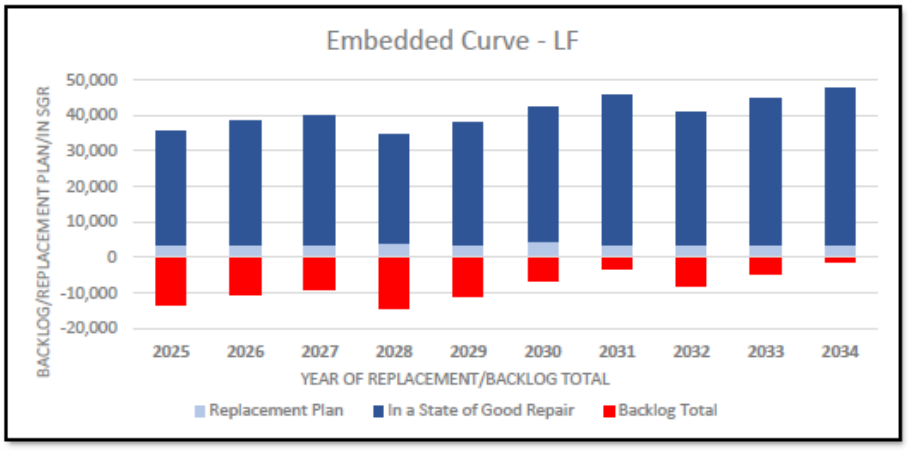
This project will also cover the replacement of three types of curved tracks: direction fixation, ballasted, and embedded. The amount will be based on linear feet from curves in the SGR backlog. Due to the radius of these curves, some of them may not require replacement upon inspection. As data is collected from inspections and analyzed, UTA could possibly extend the useful life on some of these curve track assets to mirror deterioration of tangent track pieces and update to 40 year useful life. For each type of curve, the replacement amount (in linear feet) per year is based on specific curves that are needing to be replaced. The appendix will call out the year, line, curve number, and linear feet.



UTA MOW 10-YEAR REPLACEMENT PLAN







UTA MOW 10-YEAR REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$6,200,000.00	$2,435,000.00	$4,500,000.00	$3,987,000.00	$1,400,000.00
450 East Crossovers (Non-Powered) Asset #: 35512	Beet digger Interlocking Asset #'s: 34862, 34863	Health Interlocking Asset #: 35511	Ballasted Curves 26,753 LF - See Appendix for details	Ballasted Curves 28,000 LF - See Appendix for details
Rice Interlocking Asset #: 35513	700 South SB to NB Asset # 41648	Lovendahl Interlocking Asset #: 34858	Embedded Curve 4,033 LF - See Appendix for details	Embedded Curve 3,357 LF - See Appendix for details
Yellowstone SB to NB Asset #: 34867	700 South NB to SB Asset # 41649	Ballasted Curves 24,425 LF - See Appendix for details		Fieldhouse Crossover (Non - Powered) Asset #: 35515
Yellowstone NB to SB Asset #: 34868	Ball Park SB to NB Asset #'s: 34865	Embedded Curve 3,340 LF - See Appendix for details		Gateway SB to NB Asset #: 33794
Cushing SB to NB Asset #: 34860	Ball Park NB to SB Asset #: 34866	Geometry Car		
Ballasted Curves 34,882 LF - See Appendix for details	Ballasted Curves 25,877 LF - See Appendix for details	Direct Fixation Curves 4,305 LF - See Appendix for details		
Embedded Curve 3,390 LF - See Appendix for details	Embedded Curve 3,420 LF - See Appendix for details			

2030	2031	2032	2033	2034
$800,000.00	$900,000.00	$6,000,000.00	$900,000.00	$900,000.00
Central SB to NB Asset #: 34869	Quick Interlocking Asset #: 34029	Intermodal Interlocking Asset #: 33789	200 South Interlocking Asset #: 32333	Ballasted Curves 26,104 - LF See Appendix for details
Central NB to SB Asset #: 34870	Ballasted Curves 27,072 LF - See Appendix for details	Ballasted Curves 27,064 LF - See Appendix for details	Tesoro Crossover Asset #: 32334	Embedded Curves 3,864 LF - See Appendix for details
Ballasted Curves 26,862 LF - See Appendix for details	Embedded Curve 3,472 LF - See Appendix for details	Embedded Curve 3,446 LF - See Appendix for details	Ballasted Curves 27,298 LF - See Appendix for details	
Embedded Curve 4,509 LF - See Appendix for details			Embedded Curve 3,422 LF - See Appendix for details	
Geometry Car			Geometry Car	

UTA MOW 10-YEAR REPLACEMENT PLAN

Anticipated Backlog Representation

Total Assets 58 Crossovers

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	5	9	49	44
2026	5	4	54	49
2027	2	2	56	54
2028	0	4	54	54
2029	0	4	54	54
2030	2	2	56	54
2031	2	0	58	56
2032	2	0	58	56
2033	2	0	58	56
2034	0	0	58	58

Crossovers

Year	Projected Backlog
2025	14
2026	0
2027	0
2028	2
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation

Total Assets 9,839 Direct Fixation Curve - LF

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	9,839	9,839
2026	0	0	9,839	9,839
2027	4,305	0	9,839	5,534
2028	0	0	9,839	9,839
2029	0	0	9,839	9,839
2030	0	0	9,839	9,839
2031	0	0	9,839	9,839
2032	0	0	9,839	9,839
2033	0	0	9,839	9,839
2034	0	0	9,839	9,839

UTA MOW 10-YEAR REPLACEMENT PLAN

Direction Fixation Curve - LF

Year	Projected Backlog
2025	0
2026	0
2027	4,305
2028	0
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation

Total Assets 600,337 **Ballasted Curve - LF**

Year	Replacement Plan	Backlog Total	In a State of Good Repair(Including Replacement Plan)	In a State of Good Repair
2025	34,882	55,894	544,443	509,561
2026	25,877	71,459	528,878	503,001
2027	24,425	135,808	464,529	440,104
2028	26,753	158,865	441,472	414,719
2029	28,000	130,865	469,472	441,472
2030	26,862	104,003	496,334	469,472
2031	27,072	76,931	523,406	496,334
2032	27,064	75,833	524,504	497,440
2033	27,298	48,535	551,802	524,504
2034	26,104	22,431	577,906	551,802

Ballasted Curve - LF

Year	Projected Backlog
2025	90,776
2026	41,442
2027	88,774
2028	49,810
2029	0
2030	0
2031	0
2032	25,966
2033	0
2034	0

Anticipated Backlog Representation

Total Assets	49,076

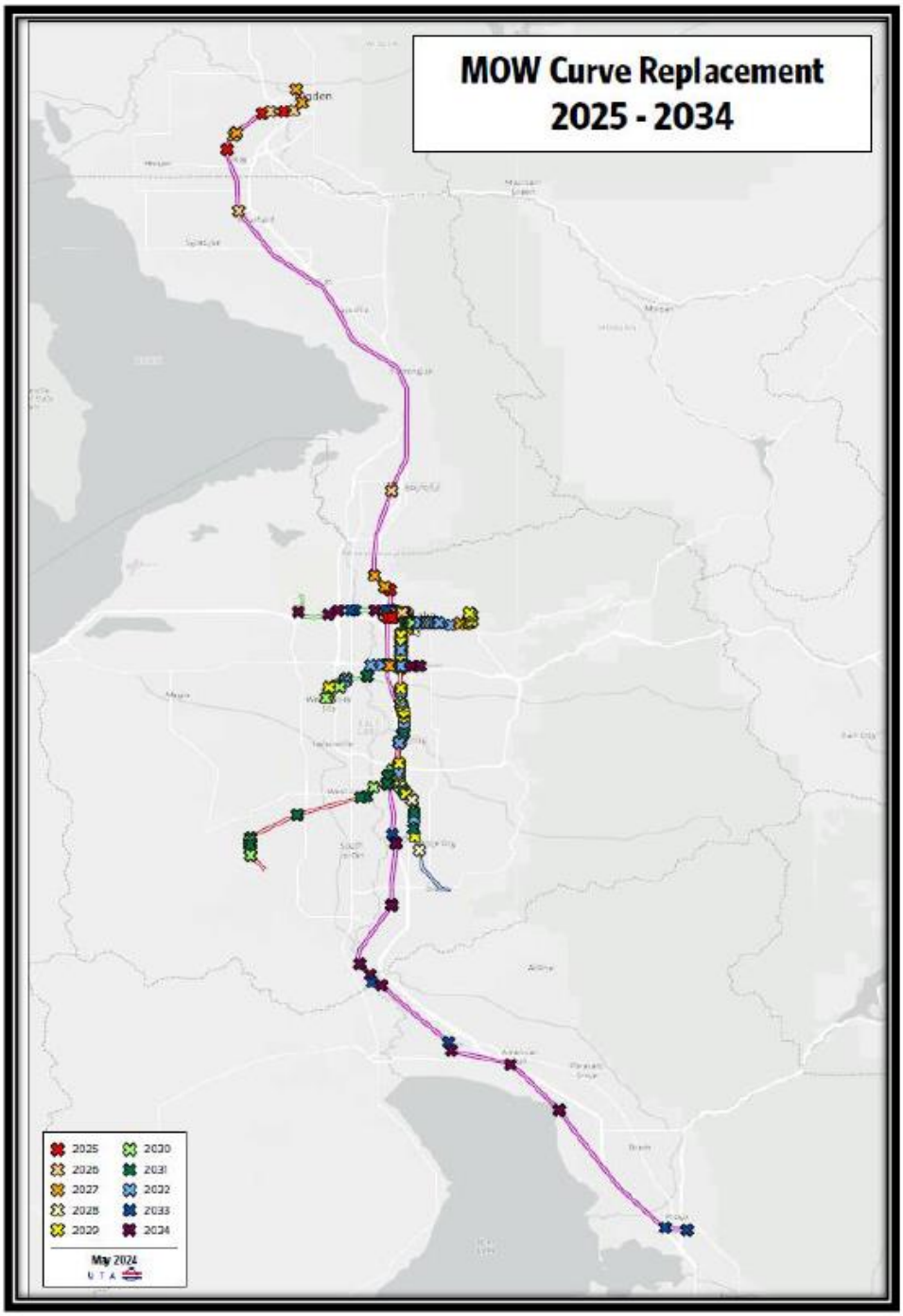
Embedded Curve - LF

Year	Replacement Plan	Backlog Total	In a State of Good Repair(Including Replacement Plan)	In a State of Good Repair
2025	3,390	13,468	35,608	32,218
2026	3,420	10,494	38,582	35,162
2027	3,340	9,044	40,032	36,692
2028	4,033	14,551	34,525	30,492
2029	3,357	11,194	37,882	34,525
2030	4,509	6,685	42,391	37,882
2031	3,472	3,213	45,863	42,391
2032	3,446	8,046	41,030	37,584
2033	3,422	4,624	44,452	41,030
2034	3,388	1,236	47,840	44,452

Embedded Curve - LF

Year	Projected Backlog
2025	16,858
2026	446
2027	1,890
2028	9,540
2029	0
2030	0
2031	0
2032	8,279
2033	0
2034	0

UTA MOW 10-YEAR REPLACEMENT PLAN



Appendix Sheet

Direction Fixation Curve

Replacement Plan Year	JDE Asset Number	Curve	Quantity (LF)	Line
2027	35738	N410	289.28	West Valley
2027	35739	N400	782.5	West Valley
2027	35740	N410	289.28	West Valley
2027	35741	N400	782.5	West Valley
2027	35910	S450	282.24	West Valley
2027	35911	S440	798.87	West Valley
2027	35912	S450	282.24	West Valley
2027	35913	S440	798.87	West Valley

Ballasted Curve

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2025	32246	150/160 (LR)	1,608.45	CRN
2025	32275	150/160 (RR)	1,608.45	CRN
2025	32247	170/173/175 (LR)	2,252.09	CRN
2025	32276	170/173/175 (RR)	2,252.09	CRN
2025	32254	195 (RR)	1,205.78	CRN
2025	32255	200/205 (LR)	1,762.54	CRN
2025	32284	200/205 (RR)	1,762.54	CRN
2025	32260	750 (LR)	2,423.14	CRN
2025	32289	750 (RR)	2,423.14	CRN
2025	32262	220 (LR)	2,398.33	CRN
2025	32291	220 (RR)	2,398.33	CRN
2025	32263	810/820 (LR)	6,393.97	CRN
2025	32292	810/820 (RR)	6,393.97	CRN
2026	32264	830/840 (LR)	2,241.82	CRN
2026	32293	830/840 (RR)	2,241.82	CRN
2026	32265	860/870 (LR)	2,841.32	CRN
2026	32294	860/870 (RR)	2,841.32	CRN
2026	32266	880 (LR)	1,194.03	CRN
2026	32295	880 (RR)	1,194.03	CRN
2026	32267	900 (LR)	636.94	CRN
2026	32296	900 (RR)	636.94	CRN
2026	32269	920 (LR)	1,375.95	CRN
2026	32298	920 (RR)	1,375.95	CRN
2026	32270	950 (LR)	801.21	CRN
2026	32299	950 (RR)	801.21	CRN
2026	32273	400 (LR)	707.46	CRN
2026	32302	400 (RR)	707.46	CRN
2026	32297	910 (RR)	3,109.29	CRN
2026	32978/32291	1150/1160 (LR)	1,585.45	CRN

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2026	32291	1150/1160 (RR)	1585.45	CRN
2027	32979	1170/1173/1175 (LR)	1,946.26	CRN
2027	32992	1170/1173/1175 (RR)	2,273.29	CRN
2027	32983	1195 (LR)	1,223.13	CRN
2027	32984	1200/1205 (LR)	1,754.17	CRN
2027	32997	1200/1205 (RR)	1,754.17	CRN
2027	32987	1220 (LR)	2,301.47	CRN
2027	33000	1220 (RR)	2,301.47	CRN
2027	32988	2600 (LR)	1,477.85	CRN
2027	33001	2600 (RR)	1,477.85	CRN
2027	32989	2610 (LR)	546.92	CRN
2027	33002	2610 (RR)	546.92	CRN
2027	33003	1920 (RR)	1,237.39	CRN
2027	34524	C120 (LR)	2,792.55	North/South
2027	34540	C120 (RR)	2,792.55	North/South
2028	35100	C111 (LR)	2,614.97	North/South
2028	35119	C111 (RR)	2,614.97	North/South
2028	51374	C128 (RR)	359.65	North/South
2028	51204	C128 (LR)	359.65	North/South
2028	34523	C124 (LR)	1,620.65	North/South
2028	34539	C124 (RR)	1,620.65	North/South
2028	34525	C114 (LR)	958.29	North/South
2028	34541	C114 (RR)	958.29	North/South
2028	34526	C104 (LR)	1,372.44	North/South
2028	34542	C104 (RR)	1,372.44	North/South
2028	34538	C150/C148 (LR)	2,149.08	North/South
2028	34547	C150/C148 (RR)	2,149.08	North/South
2028	34543	N150 (RR)	837.36	North/South
2028	35101	C109 (LR)	955.58	North/South
2028	35120	C109 (RR)	955.58	North/South
2028	35125	C133 (RR)	2,097.68	North/South
2028	35117	C133 (LR)	2,097.68	North/South
2028	48729	C187 (LR)	45.91	North/South
2028	48760	C187 (RR)	45.91	North/South
2028	48730	C185 (LR)	407.03	North/South
2028	48761	C185 (RR)	407.03	North/South
2028	48731	C183 (LR)	376.68	North/South
2029	48762	C183 (RR)	376.68	North/South
2029	48732	C121 (LR)	340.31	North/South
2029	48763	C121 (RR)	340.31	North/South
2029	48733	C119 (LR)	350.63	North/South
2029	48764	C119 (RR)	350.63	North/South
2029	48734	C117 (LR)	602.74	North/South
2029	48765	C117 (RR)	602.74	North/South

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2029	48735	C113 (LR)	288.16	North/South
2029	48766	C113 (RR)	288.16	North/South
2029	48736	C181 (LR)	178.67	North/South
2029	48778	C181 (RR)	178.67	North/South
2029	48737	C179 (LR)	172.52	North/South
2029	48779	C179 (RR)	172.52	North/South
2029	48738	C177 (LR)	163.44	North/South
2029	48780	C177 (RR)	163.44	North/South
2029	48739	C175 (LR)	163.45	North/South
2029	48781	C175 (RR)	163.45	North/South
2029	48740	C173 (LR)	37.06	North/South
2029	48782	C173 (RR)	37.06	North/South
2029	48741	C171 (LR)	28	North/South
2029	48783	C171 (RR)	28	North/South
2029	48742	C169 (LR)	44.94	North/South
2029	48784	C169 (RR)	44.94	North/South
2029	48743	C167 (LR)	35.9	North/South
2029	48785	C167 (RR)	35.9	North/South
2029	48744	C157 (LR)	252.06	North/South
2029	48786	C157 (RR)	252.06	North/South
2029	48745	C155 (LR)	252.35	North/South
2029	48787	C155 (RR)	252.35	North/South
2029	48746	C153 (LR)	252.06	North/South
2029	48788	C153 (RR)	252.06	North/South
2029	48747	C151 (LR)	252.06	North/South
2029	48789	C151 (RR)	252.06	North/South
2029	48748	C149 (LR)	433.3	North/South
2029	48749	C147 (LR)	314.25	North/South
2029	48790	C147 (RR)	314.25	North/South
2029	48750	C145 (LR)	325.16	North/South
2029	48791	C145 (RR)	325.16	North/South
2029	48751	C143 (LR)	314.74	North/South
2029	48792	C143 (RR)	314.74	North/South
2029	48752	C141 (LR)	566.37	North/South
2029	48793	C141 (RR)	566.37	North/South
2029	48753	C139 (LR)	166.98	North/South
2029	48794	C139 (RR)	166.98	North/South
2029	48754	C137 (LR)	210	North/South
2029	48795	C137 (RR)	210.00	North/South
2029	48755	C135 (LR)	470.3	North/South
2029	48796	C135 (RR)	470.30	North/South
2029	48757	C127 (LR)	569.91	North/South
2029	48798	C127 (RR)	569.91	North/South
2029	48759	C123 (LR)	344.25	North/South

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2029	48800	C123 (RR)	344.25	North/South
2029	48758	C125 (LR)	337.99	North/South
2029	48799	C125 (RR)	337.99	North/South
2029	51222	C166 (LR)	314.25	North/South
2029	51264	C166 (RR)	314.25	North/South
2029	51223	C164 (LR)	414.17	North/South
2029	51266	C164 (RR)	414.17	North/South
2029	51224	C162 (LR)	566.37	North/South
2029	51267	C162 (RR)	566.37	North/South
2029	51225	C158 (LR)	193.36	North/South
2029	51269	C158 (RR)	193.36	North/South
2029	51226	C156 (LR)	166.98	North/South
2029	51270	C156 (RR)	166.98	North/South
2029	51227	C154 (LR)	210.32	North/South
2029	51271	C154 (RR)	210.32	North/South
2029	51228	C152 (LR)	468.15	North/South
2029	51272	C152 (RR)	468.15	North/South
2029	51229	C146 (LR)	512.74	North/South
2029	51273	C146 (RR)	512.74	North/South
2029	51230	C144 (LR)	590.96	North/South
2029	51274	C144 (RR)	616.24	North/South
2029	51231	C142 (LR)	349.78	North/South
2029	51275	C142 (RR)	349.78	North/South
2029	51232	C140 (LR)	116.4	North/South
2029	51276	C140 (RR)	116.40	North/South
2029	51233	C138 (LR)	154.17	North/South
2029	51277	C138 (RR)	154.17	North/South
2029	51234	C136 (LR)	155.24	North/South
2029	51278	C136 (RR)	155.24	North/South
2029	51235	C134 (LR)	338.99	North/South
2029	51279	C134 (RR)	338.99	North/South
2029	51236	C132 (LR)	343.23	North/South
2029	51280	C132 (RR)	343.23	North/South
2029	51237	C130 (LR)	537.53	North/South
2029	51281	C130 (RR)	537.53	North/South
2029	51238	C190 (LR)	156.50	North/South
2029	51199	C190 (RR)	156.50	North/South
2029	51239	C186 (RR)	252.06	North/South
2029	51201	C186 (LR)	252.06	North/South
2029	51241	C182 (RR)	376.68	North/South
2029	51203	C182 (LR)	376.68	North/South
2029	51242	C126 (RR)	519.35	North/South
2029	51205	C126 (LR)	519.35	North/South
2030	51243	C122 (RR)	100.00	North/South

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2030	51206	C122 (LR)	100.00	North/South
2030	51244	C112 (RR)	252.06	North/South
2030	51207	C112 (LR)	252.06	North/South
2030	51245	C110 (RR)	252.05	North/South
2030	51208	C110 (LR)	252.05	North/South
2030	51246	C108 (RR)	251.68	North/South
2030	51209	C108 (LR)	251.68	North/South
2030	51247	C106 (RR)	251.67	North/South
2030	51210	C106 (LR)	251.67	North/South
2030	51248	C102 (RR)	232.12	North/South
2030	51212	C102 (LR)	232.12	North/South
2030	51249	C100 (RR)	232.13	North/South
2030	51213	C100 (LR)	232.13	North/South
2030	51258	C180 (RR)	178.66	North/South
2030	51215	C180 (LR)	178.66	North/South
2030	51259	C178 (RR)	172.52	North/South
2030	51216	C178 (LR)	172.52	North/South
2030	51260	C176 (RR)	37.06	North/South
2030	51217	C176 (LR)	37.06	North/South
2030	51261	C174 (RR)	28.01	North/South
2030	51218	C174 (LR)	28.01	North/South
2030	51262	C172 (RR)	44.95	North/South
2030	51219	C172 (LR)	44.95	North/South
2030	51263	C170 (RR)	35.89	North/South
2030	51220	C170 (LR)	35.89	North/South
2030	51265	C168 (RR)	433.30	North/South
2030	51221	C168 (LR)	433.30	North/South
2030	51268	C160 (RR)	193.35	North/South
2030	51194	C160 (LR)	193.35	North/South
2030	33943	E280 (LR)	617.73	Mid Jordan
2030	33955	E280 (RR)	617.73	Mid Jordan
2030	33944	E270 (LR)	560.05	Mid Jordan
2030	33956	E270 (RR)	560.05	Mid Jordan
2030	33945	E240/E230 (LR)	980.19	Mid Jordan
2030	33957	E240/E230 (RR)	980.19	Mid Jordan
2030	33946	E210 (LR)	2,298.55	Mid Jordan
2030	33958	E210 (RR)	2,298.55	Mid Jordan
2030	33948	E190 (LR)	634.13	Mid Jordan
2030	33960	E190 (RR)	634.13	Mid Jordan
2030	33949	E180 (LR)	756.26	Mid Jordan
2030	33961	E180 (RR)	756.26	Mid Jordan
2030	33950	E120 (LR)	1,371.67	Mid Jordan
2030	33962	E120 (RR)	1,371.67	Mid Jordan
2030	33951	E110 (LR)	951.64	Mid Jordan

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2030	33963	E110 (RR)	951.64	Mid Jordan
2030	33952	E108 (LR)	531.31	Mid Jordan
2030	33964	E108 (RR)	531.31	Mid Jordan
2030	33953	E106 (LR)	532.06	Mid Jordan
2030	33965	E106 (RR)	532.06	Mid Jordan
2030	33954	E104 (LR)	865.47	Mid Jordan
2030	33966	E104 (RR)	865.47	Mid Jordan
2030	34277	W430 (LR)	636.88	Mid Jordan
2030	34289	W430 (RR)	636.88	Mid Jordan
2031	34278	W420 (LR)	581.20	Mid Jordan
2031	34290	W420 (RR)	581.20	Mid Jordan
2031	34279	W410/W400 (LR)	1,130.45	Mid Jordan
2031	34291	W410/W400 (RR)	1,130.45	Mid Jordan
2031	34280	W380 (LR)	2,307.18	Mid Jordan
2031	34292	W380 (RR)	2,307.18	Mid Jordan
2031	34282	W360 (LR)	641.26	Mid Jordan
2031	34294	W360 (RR)	641.26	Mid Jordan
2031	34283	W350 (LR)	869.64	Mid Jordan
2031	34295	W350 (RR)	869.64	Mid Jordan
2031	34284	W220 (LR)	1,367.44	Mid Jordan
2031	34296	W220 (RR)	1,367.44	Mid Jordan
2031	34285	W170 (LR)	959.52	Mid Jordan
2031	34297	W170 (RR)	959.52	Mid Jordan
2031	34286	W160 (LR)	531.59	Mid Jordan
2031	34298	W160 (RR)	531.59	Mid Jordan
2031	34287	W150 (LR)	531.59	Mid Jordan
2031	34299	W150 (RR)	531.59	Mid Jordan
2031	34288	W120 (LR)	865.47	Mid Jordan
2031	34300	W120 (RR)	865.47	Mid Jordan
2031	35099	C115 (LR)	1,693.07	North/South
2031	35118	C115 (RR)	1,693.07	North/South
2031	35102	C107 (LR)	1,377.00	North/South
2031	35121	C107 (RR)	1,377.00	North/South
2031	35664	N390 (LR)	680.73	West Valley
2031	35669	N390 (RR)	680.73	West Valley
2032	35665	N360 (LR)	1,521.43	West Valley
2032	35670	N360 (RR)	1,521.43	West Valley
2032	35666	N310 (LR)	913.35	West Valley
2032	35671	N310 (RR)	913.35	West Valley
2032	35667	N240/N230 (LR)	1,112.55	West Valley
2032	35672	N240/N230 (RR)	1,112.55	West Valley
2032	35668	N170/N160/N150 (LR)	853.27	West Valley
2032	35673	N170/N160/N150 (RR)	853.27	West Valley
2032	35869	S430 (LR)	674.73	West Valley
2032	35874	S430 (RR)	674.73	West Valley

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2032	35870	S400 (LR)	1,567.71	West Valley
2032	35875	S400 (RR)	1,567.71	West Valley
2032	35871	S350 (LR)	893.54	West Valley
2032	35876	S350 (RR)	893.54	West Valley
2032	35872	S280/S270/S260 (LR)	1,292.12	West Valley
2032	35877	S280/S270/S260 (RR)	1,292.12	West Valley
2032	35873	S190/S180/S170 (LR)	1,042.61	West Valley
2032	35878	S190/S180/S170 (RR)	1,042.61	West Valley
2032	46213	E310 (LR)	259.59	Mid Jordan
2032	46226	E310 (RR)	259.59	Mid Jordan
2032	46915	W460 (RR)	319.56	Mid Jordan
2032	51197	W460 (LR)	319.56	Mid Jordan
2032	48756	C129 (LR)	512.74	North/South
2032	48797	C129 (RR)	512.74	North/South
2032	50034	N420 (LR)	154.43	West Valley
2032	50059	N420 (RR)	154.43	West Valley
2032	50035	N410 (LR)	270.67	West Valley
2032	50060	N410 (RR)	270.67	West Valley
2032	50050	N220 (LR)	172.10	West Valley
2032	50075	N220 (RR)	172.10	West Valley
2032	50054	N180 (LR)	73.28	West Valley
2032	50079	N180 (RR)	73.28	West Valley
2032	50676	S480 (LR)	129.16	West Valley
2032	50704	S480 (RR)	129.16	West Valley
2032	50679	S450 (LR)	265.47	West Valley
2032	50679	S450 (RR)	265.47	West Valley
2032	50694	S240 (LR)	150.80	West Valley
2032	50722	S240 (RR)	150.80	West Valley
2032	50698	S200 (LR)	60.73	West Valley
2032	50726	S200 (RR)	60.73	West Valley
2032	50707	S450 (RR)	265.47	West Valley
2032	51195	C188 (RR)	252.05	North/South
2032	51200	C188 (LR)	252.05	North/South
2032	51202	C184 (LR)	407.03	North/South
2032	51240	C184 (RR)	407.03	North/South
2032	33199	1480 (LR)	1,001.48	CRS
2033	33200	1470 (LR)	1,441.73	CRS
2033	33235	1470 (RR)	1,441.73	CRS
2033	33202	1390B/1390A (LR)	1,716.74	CRS
2033	33237	1390B/1390A (RR)	1,716.74	CRS
2033	33206	1320 (LR)	3,301.77	CRS
2033	33241	1320 (RR)	3,301.77	CRS
2033	33207	1310 (LR)	2,288.20	CRS
2033	33242	1310 (RR)	2,288.20	CRS

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve (LR,RR)	Quantity (LF)	Line
2033	33208	1300 (LR)	2,194.28	CRS
2033	33212	1260 (LR)	1,310.50	CRS
2033	33215	1240 (LR)	3,148.94	CRS
2033	33250	1240 (RR)	3,148.94	CRS
2034	33216	1200 (LR)	1,163.16	CRS
2034	33251	1200 (RR)	1,163.16	CRS
2034	33222	1050 (LR)	2,241.72	CRS
2034	33257	1050 (RR)	2,241.72	CRS
2034	33223	1020 (LR)	1,327.27	CRS
2034	33258	1020 (RR)	1,327.27	CRS
2034	33226	1700 (LR)	542.30	CRS
2034	33261	1700 (RR)	542.30	CRS
2034	33244	1290 (RR)	1,737.75	CRS
2034	33248	1250 (RR)	2,125.78	CRS
2034	33414	2470 (LR)	1,306.77	CRS
2034	33423	2470 (RR)	1,306.77	CRS
2034	33415	2390 (LR)	1,621.32	CRS
2034	33424	2390 (RR)	1,621.32	CRS
2034	33421	2700 (LR)	620.55	CRS
2034	33430	2700 (RR)	620.55	CRS
2034	31959	1042 EB/1049 EB (LR)	4,595.15	Airport

Embedded Curve

Replacement Plan Year	JDE Asset Number	Curve	Quantity (LF)	Line
2025	33735	C224	111.74	Intermodal
2025	33736	C228/C226	111.74	Intermodal
2025	33738	C232	253.48	Intermodal
2025	33739	C234	253.48	Intermodal
2025	33742	C236	111.74	Intermodal
2025	33744	C240	111.74	Intermodal
2025	33745	C242	111.74	Intermodal
2025	33747	C244	131	Intermodal
2025	33748	N240/N230	131	Intermodal
2025	33749	N220/N210	120.99	Intermodal
2025	33752	N200	172.94	Intermodal
2025	33753	N190	173.09	Intermodal
2025	33755	N180	224.4	Intermodal
2025	33756	N170/N160	122.73	Intermodal
2025	33757	N150/N140	121.71	Intermodal
2025	33758	N130	238.1	Intermodal
2025	33759	C239	173.08	Intermodal

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve	Quantity (LF)	Line
2025	33761	C217	156.73	Intermodal
2025	33766	C219	111.74	Intermodal
2025	33815	C221	111.74	Intermodal
2025	33816	C223	111.74	Intermodal
2025	33817	C225	111.74	Intermodal
2025	33818	C227	111.74	Intermodal
2026	33819	C229	111.74	Intermodal
2026	33820	C233	111.76	Intermodal
2026	33821	C235	154.47	Intermodal
2026	33823	C237	111.74	Intermodal
2026	33824	C241	111.74	Intermodal
2026	33827	C243	111.74	Intermodal
2026	33829	C245	131	Intermodal
2026	33830	S200	131	Intermodal
2026	33831	S190	120.99	Intermodal
2026	33835	N240/N230	61.26	Intermodal
2026	33836	S180	211.79	Intermodal
2026	33837	S170	172.94	Intermodal
2026	33839	S160/S150	121.89	Intermodal
2026	33841	S140	122.52	Intermodal
2026	33843	C216	239.72	Intermodal
2026	33844	C214	156.19	Intermodal
2026	34645	C210	111.74	North/South
2026	34646	C208	111.74	North/South
2026	34648	C206	111.74	North/South
2026	34649	C200	111.74	North/South
2026	34650	C198	111.74	North/South
2026	34653	C196	118.18	North/South
2026	34654	C194	118.18	North/South
2026	34655	C192	142.71	North/South
2026	34656	C215	145.6	North/South
2026	34657	C213	154.93	North/South
2027	35215	C211	111.74	North/South
2027	35216	C209	111.74	North/South
2027	35217	C207	111.74	North/South
2027	35218	C205	111.74	North/South
2027	35219	C203	111.74	North/South
2027	35220	C197	111.74	North/South
2027	35221	C195	154.47	North/South
2027	35224	C189	118.18	North/South
2027	35225	125/126	118.18	North/South
2027	35228	149/150/151	141.27	North/South
2027	35443	152	238.39	University

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve	Quantity (LF)	Line
2027	35454	155	1,212.03	University
2027	35455	156	687.3	University
2028	35458	160	92.71	University
2028	35459	161	91.74	University
2028	35462	162	533.9	University
2028	35463	221/22/223/224	685.23	University
2028	35464	227/228/229	168.23	University
2028	35568	250/251/252	718.13	University
2028	35571	253/254/255	527.92	University
2028	35580	256	1215.71	University
2029	35581	257	892.36	University
2029	35582	258	104.72	University
2029	35583	259	103.98	University
2029	35584	262	90.59	University
2029	35585	263	93.88	University
2029	35588	264	548.9	University
2029	35589	C212	667.52	University
2029	35590	C193	171.84	University
2029	34647	C191	111.74	North/South
2029	35226	N240/N230	177.23	North/South
2029	35227	N180	157.65	North/South
2029	35742	N110	144.35	West Valley
2029	35743	N100	92.43	West Valley
2030	35744	S280/S270/S260/S250	211.43	West Valley
2030	35745	S240	223.4	West Valley
2030	35914	S230	147.48	West Valley
2030	35915	S200	106.55	West Valley
2030	35916	S110	131.97	West Valley
2030	35917	S100	106.81	West Valley
2030	35918	S110	220.08	West Valley
2030	35919	S100	210.65	West Valley
2030	50159	102	97.36	West Valley
2030	50160	103	197.92	West Valley
2030	35438	104/105/106/107	55.94	University
2030	35439	110/111/112/113/114	55.95	University
2030	35440	121/122/123/124	1089.34	University
2030	35441	127/128/129/130	1654.78	University
2031	35442	131/132/133/134	701.66	University
2031	35444	135	537.95	University
2031	35445	142	734.8	University
2031	35446	202	99.61	University
2031	35450	203	182.92	University
2031	35564	204/205/206/207	56.04	University

UTA MOW 10-YEAR REPLACEMENT PLAN

Replacement Plan Year	JDE Asset Number	Curve	Quantity (LF)	Line
2031	35565	210/211/212/213/214	55.95	University
2031	35566	225	1,103.85	University
2032	35567	226	1,654.74	University
2032	35569	230/231/232/233	50.12	University
2032	35570	236/237	100.25	University
2032	35572	238	884.41	University
2032	35573	243	245.86	University
2032	35574	1299 EB	93.87	University
2032	35577	1281 EB/1284 EB	182.92	University
2032	31974	1254 EB/1256 EB	234.11	Airport
2033	31975	1207 EB	614.89	Airport
2033	31979	1196 EB/1198 EB	309.29	Airport
2033	31987	1168 EB	96.04	Airport
2033	31988	2299 WB	495.65	Airport
2033	31991	2284 WB	1050.07	Airport
2033	32155	2288 WB	234.38	Airport
2033	32158	2281 WB	317.63	Airport
2033	32159	2254 WB/2256 WB	65.08	Airport
2033	32160	2196 WB/2198 WB	239.3	Airport
2034	32163	2168 WB	309.88	Airport
2034	32172	2141 WB	497.79	Airport
2034	32177	C100	921.56	Airport
2034	32178	C110	296.37	Airport
2034	35355	C120	125.51	Sugar House
2034	35356	C130	213.55	Sugar House
2034	35357	C140	170.06	Sugar House
2034	35358	C150	170.05	Sugar House
2034	35359	C160	163.61	Sugar House
2034	35360	C170	163.61	Sugar House
2034	35361	C180/C190	178.84	Sugar House
2034	35362	C200	177.58	Sugar House

UTA MOW 10-YEAR REPLACEMENT PLAN

Project Code	SGR404	**Target Backlog %**	10%
Project Name	Rail Switches/Trackwork Controls	**Total Assets**	399

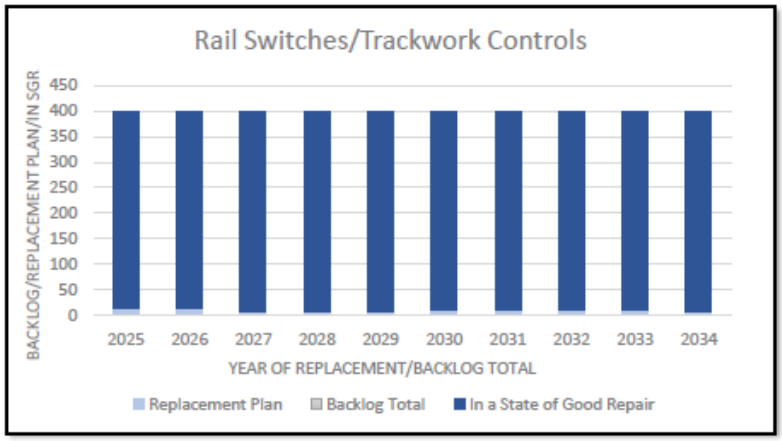
Projected 10 Year Budget:

2025	$500,000.00
2026	$4,500,000.00
2027	$1,600,000.00
2028	$1,400,000.00
2029	$800,000.00
2030	$800,000.00
2031	$800,000.00
2032	$800,000.00
2033	$800,000.00
2034	$800,000.00
Total Budget	**$12,800,000.00**

General Project Description:

This project will cover the replacement of switches on the light rail right-of-way and switches in our rail yards. The switch types that will need replacement are derails, hand throw, and powered switches. One item that will need to be considered while replacing powered switches is adding the replacement or rehab of the switch heaters. The first two years of this 10-year replacement plan is when the switches will reach their useful life. To maintain a target of 10% backlog total for all switches, an average of 9 switches will need to be replaced each year.

This project will also cover yard switches requiring replacement. Beginning in the year 2028, five yard switches will be added to the assets to rehab/replace. Years 2025 - 2028 switch replacements are based on rail replacement projects during those years



UTA MOW 10-YEAR REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$500,000.00	$4,500,000.00	$1,600,000.00	$1,400,000.00	$800,000.00
450 East S41A Asset # 49948	Beet Digger SB1A Asset #: 34756	Health HS1B Asset # 35618	Morgro (Derail) Asset #: 48956	Paxton Int Asset #: 35254
450 East S43A Asset # 49710	Beet Digger SB3B Asset #: 34757	Health HS3A Asset # 35502	2150 Haven RC Willey Spur (Hand Throw) Asset #: 48967	Fieldhouse Crossover FH1A Asset # 35501
450 East S43B Asset # 50900	Beet Digger SB1B Asset #: 35255	Health HS3B Asset # 35616	Midvale Yard HT15 Asset # 46746	Fieldhouse Crossover FH1B Asset # 35617
450 East S41B Asset # 49709	Beet Digger SB3A Asset #: 35256	Health HS1A Asset # 35500	Midvale Yard HT16 Asset # 46747	Gateway G1A Asset # 33787
Rice SR1B Asset # 35504	700 South 1A Asset # 41651	Lovendahl SL5B Asset # 35258	Midvale Yard HT17 Asset # 46748	Gateway G1B Asset # 33866
Rice SR3A Asset # 35505	700 South 1B Asset # 41646	Lovendahl SL5A Asset # 35259	Midvale Yard HT18 Asset # 46749	
Rice SR3B Asset # 35621	700 South 3A Asset # 41647		Midvale Yard HT19 Asset # 46750	
Rice SR1A Asset # 35620	700 South 3B Asset # 41652			
Yellowstone Y3B Asset # 35267	Ball Park 979 1B Asset # 34754			
Yellowstone Y3A Asset # 34766	Ball Park 979 1A Asset # 35253			
Yellowstone Y1B Asset # 34765	Ball Park 978 3A Asset # 34753			
Yellowstone Y1A Asset # 35266	Ball Park 978 3B Asset # 35252			
Cushing SC3B Asset # 34758				
Cushing SC3A Asset # 35257				

2030	2031	2032	2033	2034
$800,000.00	$800,000.00	$800,000.00	$800,000.00	$800,000.00
Murray Team South End (Derail) Asset #: 48390	BW Pallas Yard 5400 S (Hand Throw) Asset #: 48397	5375 S N/B Ash Grove Cement (Hand Throw) Asset #: 48399	3030 S N/B Millers Honey (Hand Throw) Asset #: 48403	Warm Springs T115 Asset # 45300
Murray Team North End (Derail) Asset #: 48391	AWL Pallas Yard 5400 S (Hand Throw) Asset #: 48398	4850 S NB Murray Team (Hand Throw) Asset #: 48401	2050 S N/B Intermountain (Hand Throw) Asset #: 48404	Warm Springs T116 Asset # 45301
Intermountain Lumber (Derail) Asset #: 48394	Georgia Pacific (Derail) Asset #: 48953	4800 S N/B Murray Team (Hand Throw) Asset #: 48402	2730 S S/B Standard Lumber (Hand Throw) Asset #: 48966	Warm Springs YT715 Asset # 45307
5150 S S/B Murray Central Storage Track (Hand Throw) Asset #: 48962	Murray Central (Derail) Asset #: 48955	Wasatch Metal (Derail) Asset #: 48954	5800 S. N/B Pallas Yard South (Hand Throw) Asset #: 48395	Warm Springs YT720 Asset # 45308

UTA MOW 10-YEAR REPLACEMENT PLAN

2030 (Cont'd)	2031 (Cont'd)	2032 (Cont'd)	2033 (Cont'd)	2034 (Cont'd)
Pallas Yard (Derail) Asset #: 48389	Jordan River Yard HT22 Asset # 50919	Warm Springs T113 Asset # 45298	Jordan River Yard HT28 Asset # 50924	Warm Springs YT725 Asset # 45309
Midvale Yard HT20 Asset # 46751	4100 S N/B Morgro (Hand Throw) Asset #: 48963	3500 S N/B Wasatch Metal (Hand Throw) Asset #: 48964	2850 S S/B Georgia Supply (Hand Throw) Asset #: 48965	
Midvale Yard HT21 Asset # 46752	Jordan River Yard HT23 Asset # 50920	Warm Springs Y1700 Asset # 45304	Jordan River Yard HT11 Asset # 50908	
Midvale Yard HT22 Asset # 46753	Jordan River Yard HT24 Asset # 50921	Warm Springs T114 Asset # 45299	Jordan River Yard HT12 Asset # 50909	
Midvale Yard HT23 Asset # 46754	Jordan River Yard HT25 Asset # 50922	Warm Springs Y1705 Asset # 45305	Jordan River Yard HT13 Asset # 50910	
Midvale Yard HT24 Asset # 46755	Jordan River Yard HT29 Asset # 50925	Warm Springs Y1710 Asset # 45306	Jordan River Yard HT14 Asset # 50911	

Anticipated Backlog Representation

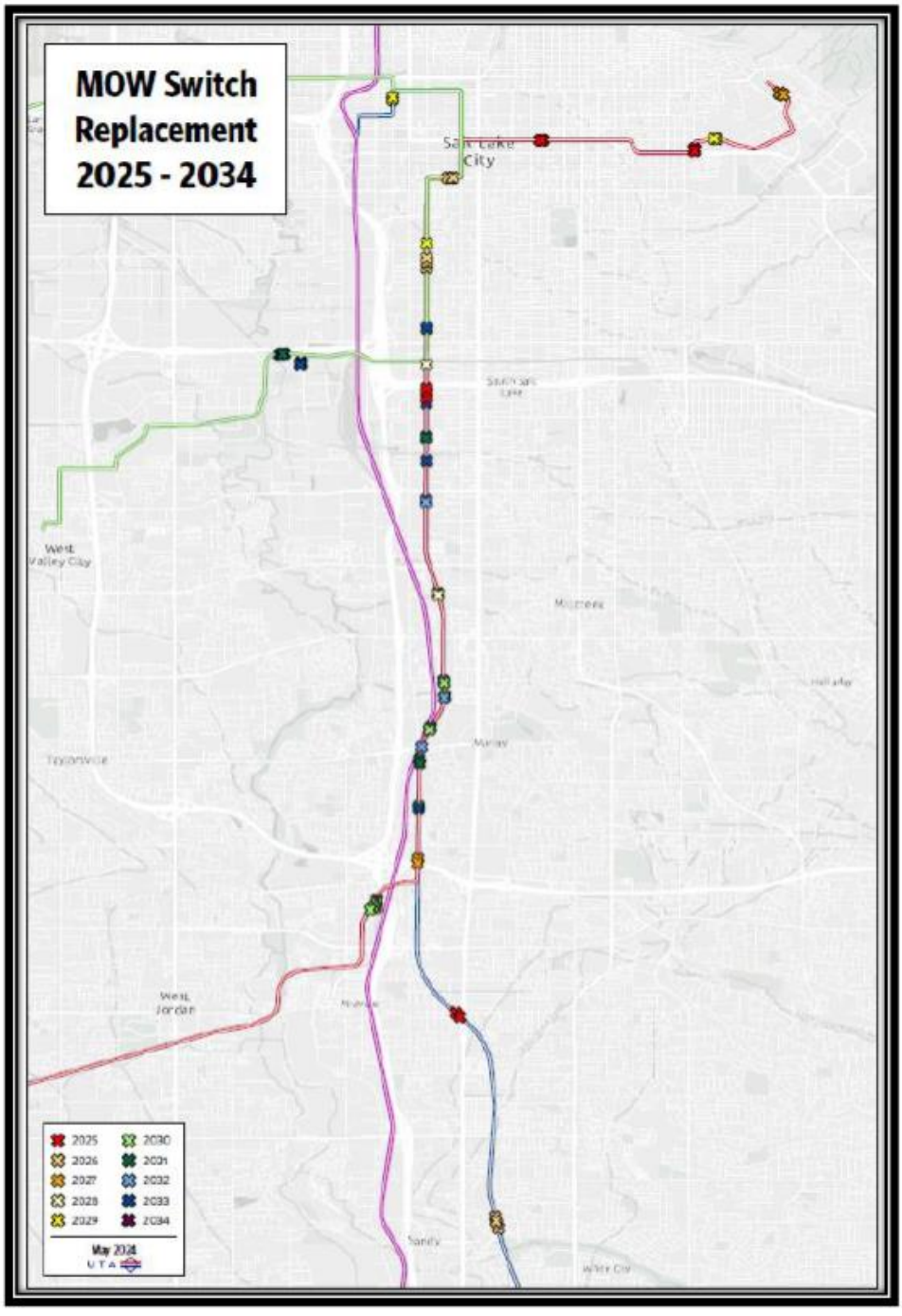
Total Assets	399

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	14	0	399	385
2026	12	0	399	387
2027	6	0	399	393
2028	7	0	399	392
2029	5	0	399	394
2030	10	0	399	389
2031	10	0	399	389
2032	10	0	399	389
2033	10	0	399	389
2034	5	0	399	394

Rail Switches

Year	Projected Backlog
2024	12
2025	2
2026	0
2027	0
2028	0
2029	0
2030	0
2031	0
2032	0
2033	0

UTA MOW 10-YEAR REPLACEMENT PLAN



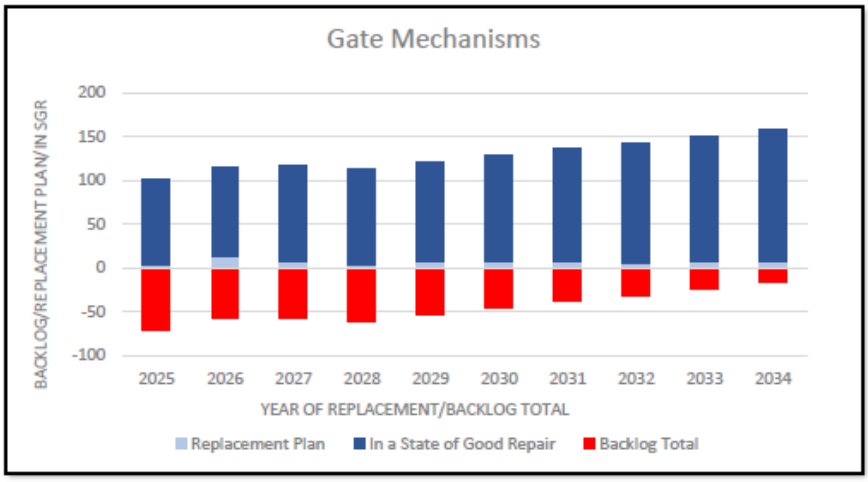
UTA MOW 10-YEAR REPLACEMENT PLAN

Project Code	SGR403	**Target Backlog %**	10%
Project Name	Train Control Rehab/Replacement	**Total LR Gate Mechs**	174
Projected 10 Year Budget:		**Total LR Flasher**	176
2025	$10,900,000.00	**Total LR GCI**	123
2026	$9,467,000.00	**Total Int Signal Head**	204
2027	$9,900,000.00		
2028	$10,400,000.00		
2029	$400,000.00		
2030	$400,000.00		
2031	$400,000.00		
2032	$400,000.00		
2033	$400,000.00		
2034	$400,000.00		
Total Budget	**$43,067,000.00**		

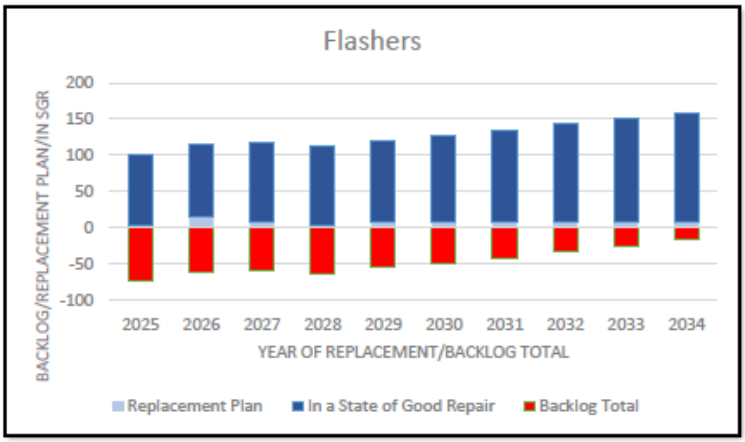
General Project Description:

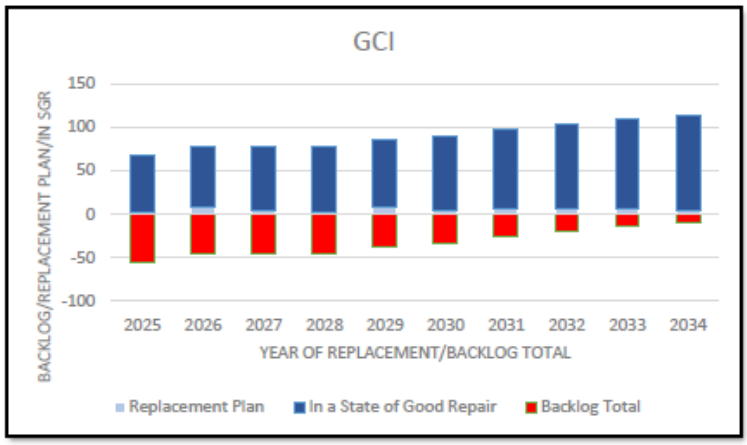
This project will cover the replacement of gate mechanisms, flashers, and grade crossing indicators (GCI) at light rail grade crossings. This will consist of a complete change to gate mechanisms, not preventative or reactive maintenance occuring at these crossings as parts fail. Other components that are part of the grade crossing A19 such as grade crossing indicators and flashers will be replaced as the parts fail or lights burn out. To maintain a 10% backlog by the end of the 10-year plan UTA will need to replace at least 8 gate mechanisms, flashers, and GCI per year. Starting year 2025 some gate mechanisms will be changed the same year as corresponding grade crossing panels on the North/South light rail line to create efficiency.

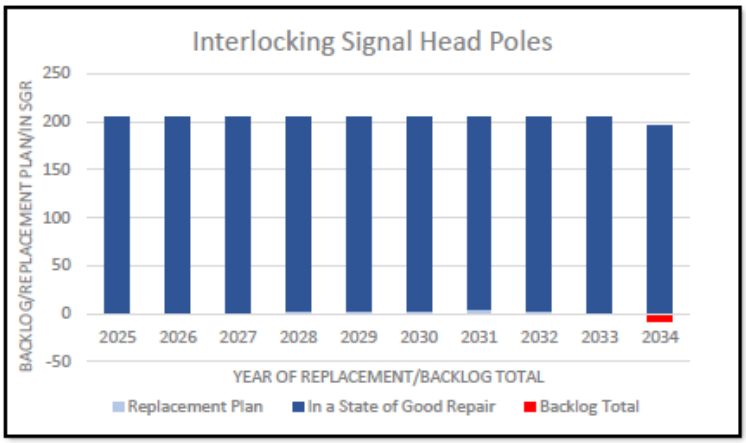
In the years 2028 - 2032 there will be 19 signal head poles that will be on the SGR backlog. The replacement cycle for these will start in 2028 at an average of 2 a year with the exception of 2031 with 4 being replaced.During the replacement of interlockings, supporting system budget has been added to the totals. Zone work that will be completed has been added to the budget total as well.



UTA MOW 10-YEAR REPLACEMENT PLAN







UTA MOW 10-YEAR REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$10,900,000.00	$9,467,000.00	$9,900,000.00	$10,400,000.00	$400,000.00
3300 South - 4 Gate Mechanisms (LR/NS) Asset #'s: 48521, 48541, 49075, 49099	7720 South - 4 Gate Mechanisms (LR/NS) Asset #'s: 48505, 48537, 49059, 49093	7200 South - 4 Gate Mechanisms (LR/NS) Asset #'s: 48503, 48536, 49057, 49092	Paxton - 1 Gate Mechanisms (LR/NS) Asset #: 49055	2950 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48519, 49073
3300 South - 4 Flashers (LR/NS) Asset #'s: 48440, 48458, 48995, 49016	7720 South - 4 Flashers (LR/NS) Asset #'s 48978, 48424, 48454, 49011	5900 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48529, 49083	5813 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48528,49082	Gregson Ave - 2 Gate Mechanisms (LR/NS) Asset #'s 48520, 49074
3300 South - GCI (LR/NS) Asset #'s 48479, 49044	7720 South - GCI (LR/NS) Asset # 48465	7500 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48504, 49058	Paxton - 1 Flasher (LR/NS) Asset # 48974	8120 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48507, 49061
450 E Interlocking replacement - supporting Systems updates	8000 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48506,49060	7200 South - 4 Flashers (LR/NS) Asset #'s 48422, 48453, 48976, 49010	5813 South - 2 Flashers (LR/NS) Asset #'s 48447, 49002	2700 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48518, 49072
Rice Interlocking replacement - supporting Systems updates	8000 South - 2 Flashers (LR/NS) Asset #'s 48425, 48979	5900 South - 2 Flashers (LR/NS) Asset #'s 48448, 49003	Paxton - 1 GCI (LR/NS) Asset # 49020	2950 South - 2 Flashers (LR/NS) Asset #'s 48438, 48993
Yellowstone Interlocking replacement - supporting Systems updates	8000 South - 2 GCI (LR/NS) Asset #'s 48466, 49032	7500 South - 2 Flashers (LR/NS) Asset #'s 48423, 48977	5813 South - 2 GCI (LR/NS) Asset #'s 48486, 49051	Gregson Ave - 2 Flashers (LR/NS) Asset #'s 48439. 48994
Cushing Interlocking replacement - supporting Systems updates	4800 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48526, 49080	7200 South - 2 GCI (LR/NS) Asset #'s 48463, 49031	Lovendahl Interlocking replacement - supporting Systems updates	8120 South - 2 Flashers (LR/NS) Asset #'s 48426,48980
Zone (s) 3 & 5 Work - Electrocode 4, vital processor, bi-directional signalling, and AFTAC replacements	4800 South - 2 Flashers (LR/NS) Asset #'s 48445, 49000	5900 South - 2 GCI (LR/NS) Asset #'s 48487, 49052	Health Interlocking replacement - supporting Systems updates	2700 South - 2 Flashers (LR/NS) Asset #'s 48437, 48992
Grade Crossing Baseline Study	4800 South - 2 GCI (LR/NS) Asset #'s 48484, 49049	7500 South - GCI (LR/NS) Asset # 48464	Zone Work - Electrocode 4, vital processor, and AFTAC replacements	2950 South - 2 GCI (LR/NS) Asset #'s 48477, 49022
	2100 South - 4 Gate Mechanisms (LR/NS) Asset #'s: 48516, 48540, 49070, 49098	Zone Work - Electrocode 4, vital processor, and AFTAC replacements	150 Crossover - 2 Interlocking Signal Head Poles Asset #'s: 46113, 46114	Gregson Ave - 2 GCI (LR/NS) Asset #'s 48478, 49043
	2100 South - 4 Flashers (LR/NS) Asset #'s 48435, 48457, 48990, 49015			8120 South - 2 GCI (LR/NS) Asset #'s 48467, 49033

UTA MOW 10-YEAR REPLACEMENT PLAN

2025 (Cont'd)	2026 (Cont'd)	2027 (Cont'd)	2028 (Cont'd)	2029 (Cont'd)
	2100 South - 2 GCI (LR/NS) Asset #'s 48474, 49040			2700 South - 2 GCI (LR/NS) Asset #'s 48476, 49042
	Fireclay Ave - 2 Gate Mechanisms (LR/NS) Asset #'s: 48524, 49078			Delta Interlocking - 2 Interlocking Signal Head Poles Asset #'s: 46116, 46115
	Fireclay Ave - 2 Flashers (LR/NS) Asset #'s 48443, 48998			
	Fireclay Ave - 2 GCI (LR/NS) Asset #'s 48482, 49047			
	Beetdigger Interlocking replacement - supporting Systems updates			
	Ballpark Interlocking replacement - supporting Systems updates			
	700 South Crossover replacement - supporting Systems updates			

2030	2031	2032	2033	2034
$400,000.00	$400,000.00	$400,000.00	$400,000.00	$400,000.00
Vine St - 4 Gate Mechanisms (LR/NS) Asset #'s: 48527, 48543, 49081, 49101	6100 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48530, 49084	10000 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48514, 49066	9400 South - 2 Gate Mechanisms (LR/NS) Asset #'s 48513, 49065	Stadium North - 2 Gate Mechanisms (LR/UN) Asset #'s 49727, 49962
8530 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48508, 49062	8680 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48509, 49063	4500 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48525, 49079	6400 South - 2 Gate Mechanisms (LR/NS) Asset #'s 48531, 49085	Roundbout - 6 Gate Mechanisms (LR/UN) Asset #'s 49722, 49724, 49728, 49960, 49964, 49966
Haven Ave - 2 Gate Mechanisms (LR/NS) Asset #'s 48517,49071	8720 South - 1 Gate Mechanisms (LR/NS) Asset #: 48510	9000 South - 2 Gate Mechanisms (LR/NS) Asset #'s 48512, 48538	500 South - 2 Gate Mechanisms (LR/UN) Asset #'s 49723, 49725	Stadium North - 2 Flashers (LR/UN) Asset #'s 49716, 49951
Vine St - 4 Flashers (LR/NS) Asset #'s 48446, 48460, 49001, 49018	8800 South - 2 Gate Mechanisms (LR/NS) Asset #'s: 48511, 49064	10000 South - 2 Flashers (LR/NS) Asset #'s 48433, 48986	West Stadium - 2 Gate Mechanisms (LR/UN) Asset #'s 49726, 49961	Roundbout - 6 Flashers (LR/UN) Asset #'s 49711,49713,49717, 49949,49953,49955

UTA MOW 10-YEAR REPLACEMENT PLAN

2030 (Cont'd)	2031 (Cont'd)	2032 (Cont'd)	2033 (Cont'd)	2034 (Cont'd)
8530 South - 2 Flashers (LR/NS) Asset #'s 48427, 48981	6100 South - 2 Flashers (LR/NS) Asset #'s 48449, 49004	4500 South - 2 Flashers (LR/NS) Asset #'s 48444, 48999	9400 South - 2 Flashers (LR/NS) Asset #'s 48432, 48985	Stadium North - 2 GCI (LR/UN) Asset #'s 49720, 49957
Haven Ave - 1 Flasher (LR/NS) Asset # 48991	8680 South - 2 Flashers (LR/NS) Asset #'s 48428, 48982	9000 South - 4 Flashers (LR/NS) Asset #'s 48431, 48455, 48984, 49012	6400 South - 2 Flashers (LR/NS) Asset #'s 48450, 49005	Roundbout - 2 GCI (LR/UN) Asset #'s 49721, 49959
Vine St - 2 GCI (LR/NS) Asset #'s 48485, 49050	8720 South - 1 Flashers (LR/NS) Asset # 48429	10000 South - 2 GCI (LR/NS) Asset #'s 48473, 49039	500 South - 2 Flashers (LR/UN) Asset #'s 49712, 49714	
8530 South - 2 GCI (LR/NS) Asset #'s 48468, 49034	8800 South - 2 Flashers (LR/NS) Asset #'s 48430, 48983	4500 South - 2 GCI (LR/NS) Asset #'s 48483,49048	West Stadium - 2 Flashers (LR/UN) Asset #'s 49715, 49950	
HavenAve - 1 GCI (LR/NS) Asset # 49041	6100 South - 2 GCI (LR/NS) Asset #'s 48488, 49053	9000 South - 2 GCI (LR/NS) Asset #'s 48471, 49037	9400 South - 2 GCI (LR/NS) Asset #'s 48472, 49038	
Grade Crossing Baseline Study	8680 South - 1 GCI (LR/NS) Asset # 49035	Cushing Interlocking - 2 Interlocking Signal Head Pole Asset #'s: 49134, 48576	6400 South - 2 GCI (LR/NS) Asset #'s 48489, 49054	
Pioneer Interlocking - 2 Interlocking Signal Head Poles Asset #'s: 48580, 49141	8720 South - 1 GCI (LR/NS) Asset # 48469		500 South - 1 GCI (LR/UN) Asset # 49718	
	8800 South - 2 GCI (LR/NS) Asset #'s 48470, 49036		West Stadium - 2 GCI (LR/UN) Asset #'s 49719, 49956	
	Sugar Interlocking - 4 Interlocking Signal Head Poles Asset #'s: 48581, 49142, 49143, 49145			

Anticipated Backlog Representation

Total Assets	174	Gate Mechanism		
Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	4	72	102	98
2026	14	58	116	102
2027	8	57	117	109
2028	3	61	113	110
2029	8	53	121	113
2030	8	45	129	121
2031	7	38	136	129
2032	6	32	142	136
2033	8	24	150	142
2034	8	16	158	150

Gate Mechanisms

Year	Projected Backlog
2025	76
2026	0
2027	7
2028	7
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation

Total Assets	176	Flashers		
Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	4	74	102	98
2026	14	60	116	102
2027	8	59	117	109
2028	3	63	113	110
2029	8	55	121	113
2030	7	48	128	121
2031	7	41	135	128
2032	8	33	143	135
2033	8	25	151	143
2034	8	17	159	151

UTA MOW 10-YEAR REPLACEMENT PLAN

Flashers

Year	Projected Backlog
2025	78
2026	0
2027	7
2028	7
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation

Total Assets 123 Grade Crossing Indicator (GCI)

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	2	55	68	66
2026	9	46	77	68
2027	5	46	77	72
2028	3	46	77	74
2029	8	38	85	77
2030	5	33	90	85
2031	7	26	97	90
2032	6	20	103	97
2033	7	13	110	103
2034	4	9	114	110

Interlocking Signal Head Pole

Year	Projected Backlog
2025	57
2026	0
2027	5
2028	3
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

UTA MOW 10-YEAR REPLACEMENT PLAN

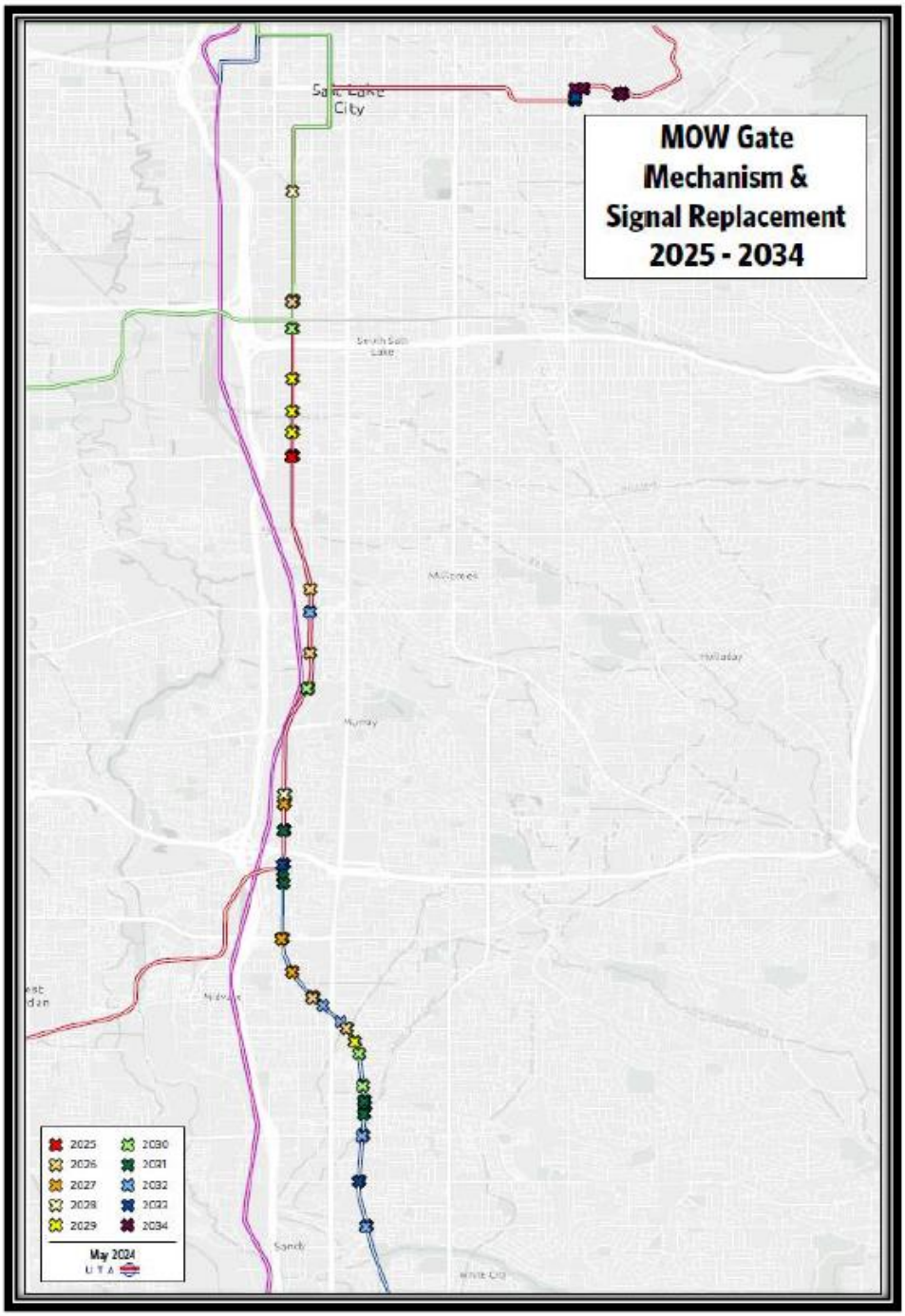
Anticipated Backlog Representation

Total Assets	204	Interlocking Signal Head Pole		
Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	204	204
2026	0	0	204	204
2027	0	0	204	204
2028	2	0	204	202
2029	2	0	204	202
2030	2	0	204	202
2031	4	0	204	200
2032	2	0	204	202
2033	0	0	204	204
2034	0	8	196	196

Interlocking Signal Head Pole

Year	Projected Backlog
2025	0
2026	0
2027	0
2028	0
2029	0
2030	0
2031	5
2032	14
2033	0
2034	0

UTA MOW 10-YEAR REPLACEMENT PLAN



UTA MOW 10-YEAR REPLACEMENT PLAN

Project Code	SGR397		
Project Name	Traction Power Rehab/Replacement	**Total Substations**	50

Projected 10 Year Budget:

2025	$4,300,000.00
2026	$0.00
2027	$0.00
2028	$0.00
2029	$15,000,000.00
2030	$15,000,000.00
2031	$15,000,000.00
2032	$15,000,000.00
2033	$0.00
2034	$0.00
Total Budget	**$64,300,000.00**

General Project Description:

This project will cover the rehab of substations on light rail right of way. Two substations were rehabbed in 2022, with the remaining rehabs taking place during the years 2023, 2024, and the first quarter of 2025.

The other budgeted money through the remainder of the years will be for capital maintenance activities or emergency fixes as required.

From years 2028 to 2032, the mid-life rehabs may occur for the substations that came online during the years 2011 to 2013 but were part of the 2015 program.

Assets to replace/rehab:

2025	2026	2027	2028	2029
$4,300,000.00	$0.00	$0.00	$0.00	$15,000,000.00
SRJ14 - Jordan Substation Asset #: 34717			Mid life of 2015 substations - 2.5M Per 6 Subs	Mid life of 2015 substations - 2.5M Per 6 Subs
SRT2 - 300 South Substation Asset #: 33775				
Close out of Substation rehab project				

2030	2031	2032	2033	2034
$15,000,000.00	$15,000,000.00	$15,000,000.00	$0.00	$0.00
Mid life of 2015 substations - 2.5M Per 6 Subs	Mid life of 2015 substations - 2.5M Per 6 Subs	Mid life of 2015 substations - 2.5M Per 6 Subs		

UTA MOW 10-YEAR REPLACEMENT PLAN

Project Code	SGR401	**Wood Ties (LF)**	199,069
Project Name	Ballast and Ties Rehab/Replacement	**Concrete Ties (LF)**	893,759
Projected 10 Year Budget:		**80 Year Ave.**	13,660
2025	$300,000.00	**Miles Per Year**	2.59
2026	$300,000.00		
2027	$300,000.00		
2028	$300,000.00		
2029	$300,000.00		
2030	$600,000.00		
2031	$600,000.00		
2032	$600,000.00		
2033	$600,000.00		
2034	$600,000.00		
Total Budget	**$4,500,000.00**		

General Project Description:

This project will cover the replacement of wood and concrete ties on all UTA rail right-of-ways. Currently there is no backlog that will be present during the 10-year MOW maintenance plan. To maintain a balance and spread costs over time it has been proposed to replace 2.5 miles of ties per year.

$300,000 per year of this budget will be used for replacing the ties on the Garfield line. The Garfield line ties will use this project code until a project bucket for the Garfield line has been created.

Assets to replace/rehab:

2024	2025	2026	2027	2028
$300,000.00	$300,000.00	$300,000.00	$300,000.00	$300,000.00
2.5 Miles of Ties	2.5 Miles of Ties	2.5 Miles of Ties	2.5 Miles of Ties	2.5 Miles of Ties

2029	2030	2031	2032	2033
$600,000.00	$600,000.00	$600,000.00	$600,000.00	$600,000.00
2.5 Miles of Ties	2.5 Miles of Ties	2.5 Miles of Ties	2.5 Miles of Ties	2.5 Miles of Ties

UTA MOW 10-YEAR REPLACEMENT PLAN

Project Code	SGR410	**Target Backlog %**	0%
Project Name	Fiber Rehab/Replace	**Total Fiber - LF**	1,055,914.00

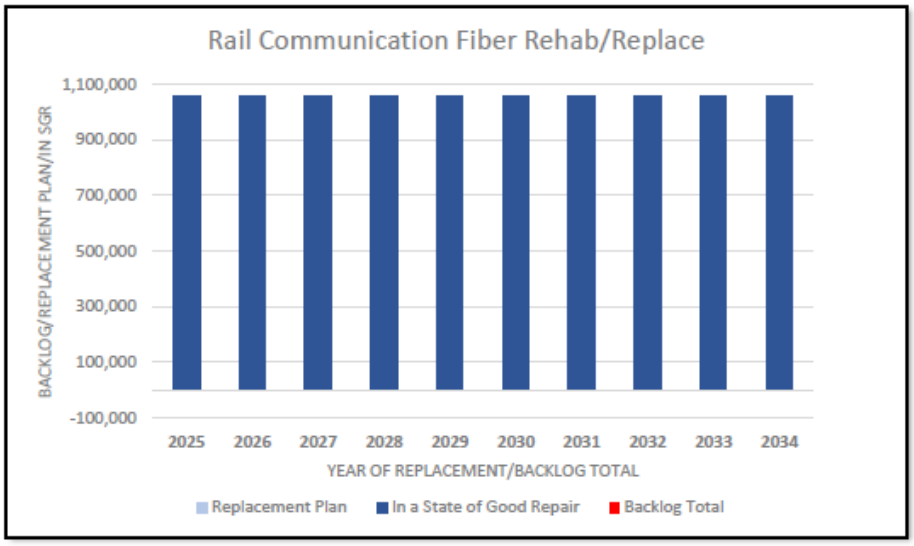
Projected 10 Year Budget:

2025	$1,519,000.00
2026	$679,000.00
2027	$682,000.00
2028	$686,000.00
2029	$0.00
2030	$0.00
2031	$0.00
2032	$0.00
2033	$0.00
2034	$0.00
Total Budget	**$3,566,000.00**

General Project Description:

This project will cover the replacement of fiber runs on the light rail right-of-way. Since these runs must be completed in full segments, the cost will occur in the year the replacements are needed. With segments being completed as a whole, the target backlog will be 0% for this project.

Condition assessments for fiber (fiber testing / light testing) are completed during fiber installation projects in an attempt to keep fiber clean. Rare occassions require emergency fiber / light testing, so a placeholder for such testing is scheduled once every three years beginning in 2024.



UTA MOW 10-YEAR REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$1,519,000.00	$679,000.00	$682,000.00	$686,000.00	$0.00
Closeout of 2023/2024 fiber replacement projects		Fiber testing / light testing		

2030	2031	2032	2033	2034
$0.00	$0.00	$0.00	$0.00	$0.00
Fiber testing / light testing			Fiber testing / light testing	

Anticipated Backlog Representation

Total Assets 1,055,914.00 LF

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	1,055,914	1,055,914
2026	0	0	1,055,914	1,055,914
2027	0	0	1,055,914	1,055,914
2028	0	0	1,055,914	1,055,914
2029	0	0	1,055,914	1,055,914
2030	0	0	1,055,914	1,055,914
2031	0	0	1,055,914	1,055,914
2032	0	0	1,055,914	1,055,914
2033	0	0	1,055,914	1,055,914
2034	0	0	1,055,914	1,055,914

UTA MOW 10-YEAR REPLACEMENT PLAN

Project Code	SGR398	**Contact Wire LF**	592,370
Project Name	OCS Rehab/Replacement	**Messenger Wire LF**	563,214

Projected 10 Year Budget:

2025	$5,900,000.00
2026	$10,000,000.00
2027	$10,000,000.00
2028	$10,000,000.00
2029	$775,000.00
2030	$775,000.00
2031	$775,000.00
2032	$775,000.00
2033	$775,000.00
2034	$775,000.00
Total Budget	**$40,550,000.00**

General Project Description:

This project will fund OCS maintenance, repairs, and emergency services. It will provide UTA with OCS infrastructure repair, upgrades, preventative maintenance, and routine maintenance and/or emergency repair services. These funds will also provide training materials, curriculum, and training material submissions to UTA for approval. In-person training, remote training, and on-the-job training to UTA's MOW personnel will be provided as determined by UTA Systems Engineering and UTA MOW management teams. Additional work on OCS systems includes Systems support for TPSS rehabs in 2025, Impulse TPSS integration, disconnect switch status indications, and bypass switch indication.

TDX system upgrades also fall in this category. These upgrades follow the TPSS rehab ending in 2025 and include Siemens 1-click TPSS protection settings.

In addition, OCS wire scans are in this project. OCS wire scans occur once every three years to determine OCS wire diameter and allow he calculations for the remaining contact wire diameter / useful life.

Assets to replace/rehab:

2025	2026	2027	2028	2029
$5,900,000.00	$10,000,000.00	$10,000,000.00	$10,000,000.00	$775,000.00
TDX Upgrade with TPSS Rehab Project			OCS Wire Scan	
OCS Wire Scan				

2030	2031	2032	2033	2034
$775,000.00	$775,000.00	$775,000.00	$775,000.00	$775,000.00
	OCS Wire Scan			OCS Wire Scan

UTA MOW 10 YEAR REPLACEMENT PLAN

Project Code	SGR359
Project Name	Bridge Rehabilitation/Maintenance
Projected 10 Year Budget:	
2025	$420,000.00
2026	$440,000.00
2027	$460,000.00
2028	$500,000.00
2029	$300,000.00
2030	$300,000.00
2031	$300,000.00
2032	$300,000.00
2033	$300,000.00
2034	$300,000.00
Total Budget	**$3,620,000.00**

General Project Description:

This project currently funds UTA's bridge inspection program and capital maintenance activities related to bridges. These maintenance activities include rip rap replacement and structural member rehabilitations which include girder sandblasting and painting.

The open bridge maintenance items are listed below. These are items still open in the Bridge Maintenance Tracking file and have been listed as immediate action required.

Assets to replace/rehab:

2025	2026	2027	2028	2029
$420,000.00	$440,000.00	$460,000.00	$500,000.00	$300,000.00
Bridge Inspection Contract I-215 SB Blue line (UDOT Replacement) Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items

2030	2031	2032	2033	2034
$300,000.00	$300,000.00	$300,000.00	$300,000.00	$300,000.00
Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items	Bridge Inspection Contract Open Bridge Maintenance items

UTAH TRANSIT AUTHORITY



FACILITIES 10-YEAR REHAB/REPLACEMENT PLAN

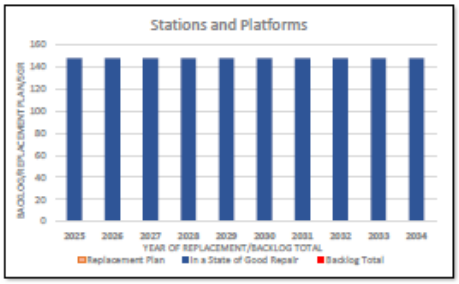
Years 2025 - 2034

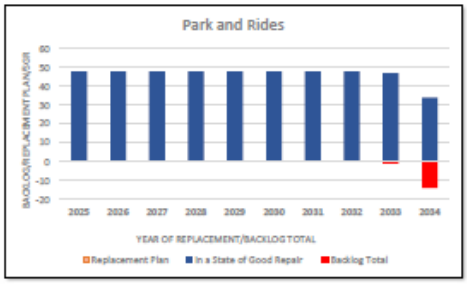
General Descriptions

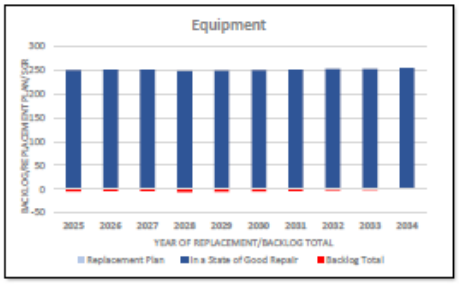
This is a high level overview of the budget for the 10 year Facilities rehab and replacement plan per individual projects. Each project shows the money that has been budgeted for individual years during the 10 year plan. The sum of the individual projects budgeted money is shown in the total line. The budget numbers for the years 2025 - 2028 were derived from the UTA 5-Year Capital Plan. The budget numbers for 2029 - 2034 were gathered by using the 2024 TERM Lite projection numbers from the constrained raw data file or the most recent model run.
The charts on this page will represent the projects SGR backlog over the course of the 10 years. Some of the charts will show the efforts that will take place in order to hit a certain backlog target percentage.

	Project Name				
Year	Facilities Rehab/Replacement *FMA653*	Building Remodels/Reconfiguration *FMA679*	Stations and Platforms Rehab/Replace *FMA673*	Park & Ride Rehab/Replacement *FMA672*	Equipment Managed Reserve *FMA652*
2025	$1,130,000.00	$1,290,000.00	$434,000.00	$400,000.00	$800,000.00
2026	$800,000.00	$1,190,000.00	$200,000.00	$400,000.00	$800,000.00
2027	$800,000.00	$1,040,000.00	$200,000.00	$400,000.00	$800,000.00
2028	$800,000.00	$540,000.00	$200,000.00	$400,000.00	$800,000.00
2029	$800,000.00	$0.00	$200,000.00	$400,000.00	$800,000.00
2030	$800,000.00		$200,000.00	$400,000.00	$845,000.00
2031	$800,000.00		$200,000.00	$400,000.00	$0.00
2032	$800,000.00		$200,000.00	$400,000.00	$0.00
2033	$800,000.00		$200,000.00	$400,000.00	$0.00
2034	$800,000.00		$200,000.00	$400,000.00	$0.00
Total	$8,330,000.00	$4,060,000.00	$2,234,000.00	$4,000,000.00	$4,845,000.00









10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

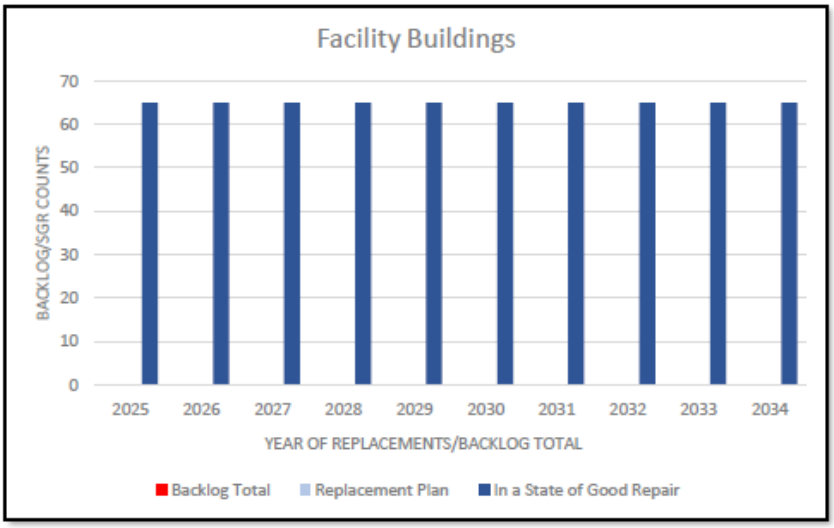
Project Code	FMA653	**Facility Buildings**	65
Project Name	Facilities Rehab/Replacement		

Projected 10 Year Budget:

2025	$1,130,000
2026	$800,000
2027	$800,000
2028	$800,000
2029	$800,000
2030	$800,000
2031	$800,000
2032	$800,000
2033	$800,000
2034	$800,000
Total Budget	**$8,330,000**

General Project Description

This project will cover the rehab and replacement of administration, maintenance, and police buildings throughout UTA. The budget numbers for years 2025 - 2028 were derived from the 5-Year capital budget. These budget numbers will cover the Annual Capital Maintenance (ACM) that will be performed on these facilities buildings. Major projects that will need to be performed on any of these buildings will need to go through the project planning and budget process. Years 2029 - 2034 budget numbers were gathered from the latest constrained raw data file from the most recent model run.
Below will be a projected 5-Year budget that will cover the Building Remodels/Reconfiguration and these budget numbers come strictly from the 5-Year capital budget plan. This will cover any remodels or reconfiguring of UTA building facilities.



10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$1,130,000	$800,000	$800,000	$800,000	$800,000
Fire Protection Systems	ACM	ACM	ACM	ACM
Flooring				
Partition Walls				
Roofs				
Drains, Fixtures, Pipes/Valves				
HVAC				
Exterior Stairs				
Bay Doors				
Cranes				
Vehicle Wash lighting				
Fuel Tanks, Pumps, and Lines				
Pavement (Roadways/ Driveways)				
Parking Lot Surface				

2030	2031	2032	2033	2034
$800,000	$800,000	$800,000	$800,000	$800,000
ACM	ACM	ACM	ACM	ACM

Project Code FMA679
Project Name Building Remodels/Reconfiguration
Projected 10 Year Budget:

2025	$1,290,000
2026	$1,190,000
2027	$1,040,000
2028	$540,000
2029	$0
Total Budget	**$4,060,000**

Assets to replace/rehab:

2025	2026	2027	2028	2029
$1,290,000	$1,190,000	$1,040,000	$540,000	$0
Building Remodels /Reconfiguration	Building Remodels /Reconfiguration	Building Remodels /Reconfiguration	Building Remodels /Reconfiguration	Building Remodels /Reconfiguration

Anticipated Backlog Representation

Total Assets	65

10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	65	65
2026	0	0	65	65
2027	0	0	65	65
2028	0	0	65	65
2029	0	0	65	65
2030	0	0	65	65
2031	0	0	65	65
2032	0	0	65	65
2033	0	0	65	65
2034	0	0	65	65

Below will list the items to consider rehab or replacement in the year 2025. These are items that have been rated lower than 3.0 during physical condition assessment. Ratings under 3 are considered marginal and require attention. These items are listed in the SGR Facilities Recommendations booklet.

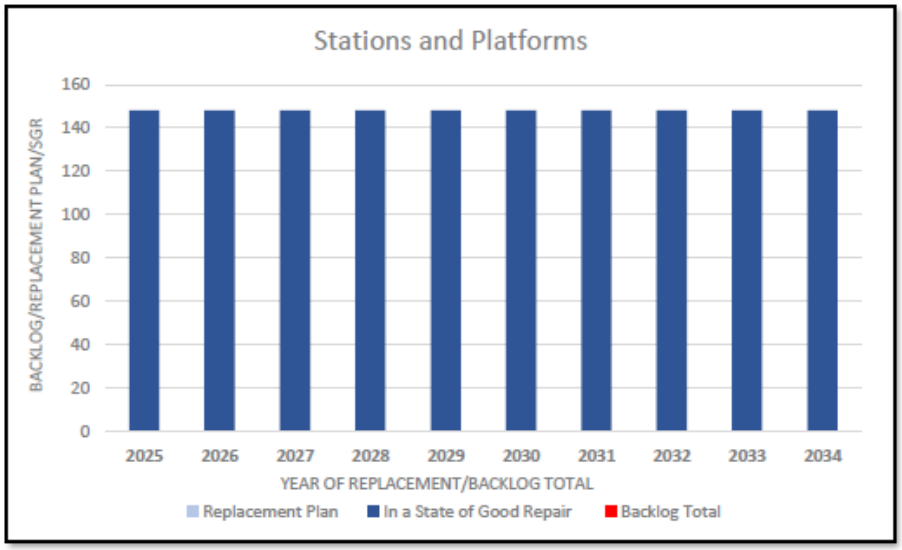
Asset	Location	Current Rating
Fire Protection System	Meadowbrook Bldg. 1 Admin	2.50
Fire Protection System	Meadowbrook Bldg. 8 Support & Body	2.50
Flooring	Timp building 1	2.50
Partition Walls	Meadowbrook Bldg. 5 bus Wash	2.80
Roof	Ogden Bldg. 1 Operations	2.75
Roof	Ogden Bldg. 3 Maintenance	2.75
Roof	Ogden Bldg. 5 Canopies	2.75
Drains, Fixtures, Pipes/Valves	Ogden Bldg. 5 Canopies	2.70
Drains, Fixtures, Pipes/Valves	Salt Lake Central Intermodal Hub lounge	2.70
Drains, Fixtures, Pipes/Valves	Semi Service Building	2.50
HVAC	Ogden Bldg. 1 Operations	2.70
HVAC	Midvale Rail Service Center	2.60
HVAC	Ogden Bldg. 4 Fuel Island	2.65
Exterior Stairs	Central Pointe 2100 S. Building	2.75
Bay Doors	Semi Service Building	2.50
Bay Doors	Ogden Bldg. 4 Fuel Island	2.50
Bay Doors	Ogden Bldg. 3 Maintenance	2.50
Bay Doors	Timpanogos Bldg. 3 Maintenance	2.50
Cranes	Warm Springs Rail Service Center	2.50
Vehicle Wash lighting	Warm Springs Rail Service Center	2.60
Fuel Tanks, Pumps, and Lines	Ogden Bldg. 4 Fuel Island	2.75
Pavement (Roadways/Driveways)	Ogden Bldg. 4 Fuel Island	2.75
Pavement (Roadways/Driveways)	Ogden Bldg. 3 Maintenance	2.70
Parking Lot Surface	Semi Service Building	2.25

10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Project Code	FMA673	**Commuter Rail**	17
Project Name	Stations and Platforms Rehab/Replace	**Light Rail**	60
Projected 10 Year Budget:		**BRT**	71
2025	$434,000		
2026	$200,000		
2027	$200,000		
2028	$200,000		
2029	$200,000		
2030	$200,000		
2031	$200,000		
2032	$200,000		
2033	$200,000		
2034	$200,000		
Total Budget	**$2,234,000**		

General Project Description

This project will cover station and platforms annual capital maintenance(ACM) and rehab efforts. These stations will need to be evaluated to determine which rehab and replacement activities will be performed. These activities may be minor or major actions depending on results of evaluations. The budget numbers for years 2025 - 2028 were derived from the 5-Year Capital Plan budget. The numbers for these years look to cover the ACM costs that all stations and platforms will require. The budget numbers for years 2029 - 2034 come from the latest constrained model run.



10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Assets to replace/rehab: Light Rail Stations

2025	2026	2027	2028	2029
$434,000	$200,000	$200,000	$200,000	$200,000
Canopy Foundation	ACM	ACM	ACM	ACM
Station Deck				
Handrails				
Elevators & Escalators				
Exterior Stairs				
Service, Panels, Wiring & Outlets/Switches				
Lighting (Platform & Parking)				
Parking lot Surface: Striping				
Drainage / Storm Drains				
Landscaping & Grounds				

2030	2031	2032	2033	2034
$200,000	$200,000	$200,000	$200,000	$200,000
ACM	ACM	ACM	ACM	ACM

Anticipated Backlog Representation

Total Assets 148

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	148	148
2026	0	0	148	148
2027	0	0	148	148
2028	0	0	148	148
2029	0	0	148	148
2030	0	0	148	148
2031	0	0	148	148
2032	0	0	148	148
2033	0	0	148	148
2034	0	0	148	148

Light Rail Stations

10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Year	SGR Backlog
2025	0
2026	0
2027	0
2028	0
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Below will list the items to consider rehab or replacement in the year 2025. These are items that have been rated lower than 3.0 during physical condition assessment. Ratings under 3 are considered marginal and require attention. These items are listed in the SGR Facilities Recommendations booklet.

Asset	Location	Current Rating
Canopy Foundation	Clearfield Station	2.65
Canopy Foundation	Library Station	2.80
Canopy Foundation	Medical Center Station	2.80
Canopy Foundation	Ft. Douglas Station	2.70
Canopy Foundation	1200 W MAX North	2.80
Station Deck	Clearfield Station	2.80
Station Deck	Layton Station	2.85
Station Deck	Woods Cross Station	2.80
Station Deck	Salt Lake Central Station (FrontRunner)	2.80
Station Deck	Arena Station	2.80
Station Deck	Temple Square Station	2.80
Station Deck	City Center Station	2.80
Station Deck	Gallivan Center Station	2.70
Station Deck	Courthouse Station	2.60
Station Deck	Medical Center Station	2.50
Station Deck	5600 W Max North	1.00
Handrails	Ogden Intermodal Station	2.85
Handrails	Roy Station	2.85
Handrails	Clearfield Station	2.80
Handrails	Layton Station	2.85
Handrails	Farmington Station	2.80
Handrails	Woods Cross Station	2.85
Handrails	North Temple Guadalupe Bridge Station	2.90
Handrails	Salt Lake Central Station (FrontRunner)	2.80
Handrails	Arena Station	2.60

Handrails	Temple Square Station	2.60
Handrails	City Center Station	2.60
Handrails	Gallivan Center Station	2.60
Handrails	Planetarium Station	2.75
Handrails	Old Greek Town Station	2.60
Handrails	Salt Lake Central Trax Station	2.70
Handrails	Courthouse Station	2.60
Handrails	Ball Park Station	2.50
Handrails	Library Station	2.60
Handrails	Trolley Station	2.60
Handrails	900 East Station	2.50
Handrails	Stadium Station	2.60
Handrails	Medical Center Station	2.50
Handrails	Ft. Douglas Station	2.60
Handrails	South Campus Station	2.60
Handrails	3600 W Max North	1.00
Elevators & Escalators	Farmington Station	2.70
Elevators & Escalators	North Temple Station	2.60
Exterior Stairs	Farmington Station	2.60
Exterior Stairs	North Temple Station	2.60
Exterior Stairs	Medical Center Station	2.70
Service, Panels, Wiring & Outlets/Switches	Temple Square Station	2.60
Service, Panels, Wiring & Outlets/Switches	City Center Station	2.60
Service, Panels, Wiring & Outlets/Switches	Gallivan Center Station	2.60
Service, Panels, Wiring & Outlets/Switches	Courthouse Station	2.60
Service, Panels, Wiring & Outlets/Switches	Library Station	2.40
Service, Panels, Wiring & Outlets/Switches	Trolley Station	2.40
Service, Panels, Wiring & Outlets/Switches	900 East Station	2.40
Service, Panels, Wiring & Outlets/Switches	Stadium Station	2.40
Service, Panels, Wiring & Outlets/Switches	Medical Center Station	2.50
Service, Panels, Wiring & Outlets/Switches	Ft. Douglas Station	2.60
Service, Panels, Wiring & Outlets/Switches	South Campus Station	2.60
Service, Panels, Wiring & Outlets/Switches	3600 W Max North	1.00
Lighting (Platform & Parking)	3600 W Max North	1.00
Parking lot Surface: Striping	Salt Lake Central Station (Frontrunner)	2.70
Drainage / Storm Drains	Provo Central Station	2.75
Landscaping & Grounds	Salt Lake Central Station (FrontRunner)	2.70
Landscaping & Grounds	Arena Station	2.60
Landscaping & Grounds	Salt Lake Central Trax Station	2.70
Landscaping & Grounds	Library Station	2.70
Landscaping & Grounds	Trolley Station	2.70
Landscaping & Grounds	900 East Station	2.70
Landscaping & Grounds	Medical Center Station	2.70
Landscaping & Grounds	Ft. Douglas Station	2.60
Landscaping & Grounds	South Campus Station	2.70

10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

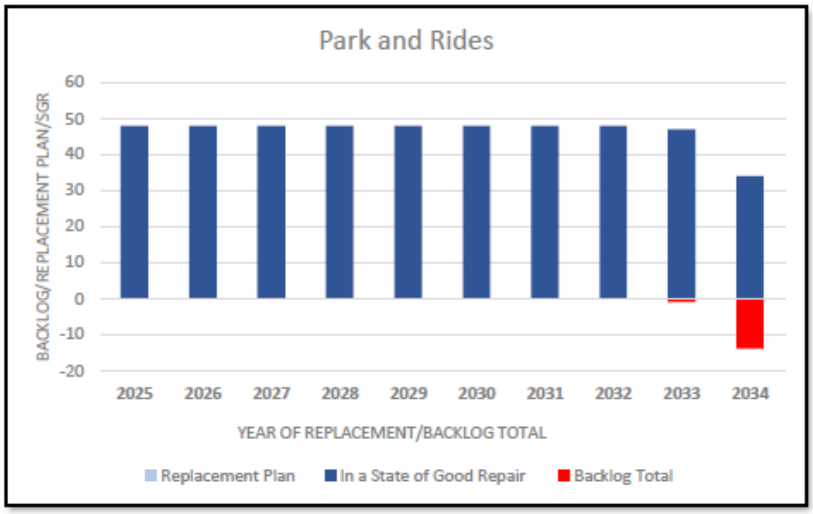
Project Code	FMA672	**Total P&R**	48
Project Name	Park & Ride Rehab/Replacement		

Projected 10 Year Budget:

2025	$400,000
2026	$400,000
2027	$400,000
2028	$400,000
2029	$400,000
2030	$400,000
2031	$400,000
2032	$400,000
2033	$400,000
2034	$400,000
Total Budget	**$4,000,000**

General Project Description

This project will cover the rehab and annual capital maintenance (ACM) of Park and Rides throughout the entire system. Each park and ride will need to be evaluated for what rehab or replacement activities that will need to be performed. Some these items may be minor rehabs or full replacements as needed. One of the most common activities that may occur would be to slurry the parking lot. The budget numbers for years 2025 - 2028 were derived from the 5-Year Capital plan budget. During the years 2029 - 2034 the budget numbers have been taken from the latest constrained model run.



10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$400,000	$400,000	$400,000	$400,000	$400,000
Service, Panels, Wiring & Outlets/Switches	ACM	ACM	ACM	ACM
Parking Lot Surface: Striping				
Parking Lot Surface: Asphalt				
Drainage/Storm Drains				
Landscaping & Grounds				

2030	2031	2032	2033	2034
$400,000	$400,000	$400,000	$400,000	$400,000
ACM	ACM	ACM	ACM	ACM

Anticipated Backlog Representation

Total Assets	48

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	48	48
2026	0	0	48	48
2027	0	0	48	48
2028	0	0	48	48
2029	0	0	48	48
2030	0	0	48	48
2031	0	0	48	48
2032	0	0	48	48
2033	0	1	47	47
2034	0	14	34	34

Park and Rides

Year	SGR Backlog
2025	0
2026	0
2027	0
2028	0
2029	0
2030	0
2031	0

2032	0
2033	1
2034	13

Below will list the items to consider rehab or replacement in the year 2025. These are items that have been rated lower than 3.0 during physical condition assessment. Ratings under 3 are considered marginal and require attention. These items are listed in the SGR Facilities Recommendations booklet.

Asset	Location	Current Rating
Service, Panels, Wiring & Outlets/Switches	Roy Station P&R	2.75
Parking Lot Surface: Striping	Roy Station P&R	2.75
Parking Lot Surface: Striping	Clearfield Station P&R	2.00
Parking Lot Surface: Striping	Layton Station P&R	2.75
Parking Lot Surface: Striping	Ball Park Station P&R	2.75
Parking Lot Surface: Striping	Decker Lake Station P&R	2.25
Parking Lot Surface: Asphalt	Salt Lake Central Station (FrontRunner)	2.70
Parking Lot Surface: Asphalt	Ball Park Station P&R	2.75
Parking Lot Surface: Asphalt	Decker Lake Station P&R	2.50
Drainage/Storm Drains	Clearfield Station P&R	2.00
Landscaping & Grounds	Ogden Intermodal Station P&R	2.70

10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

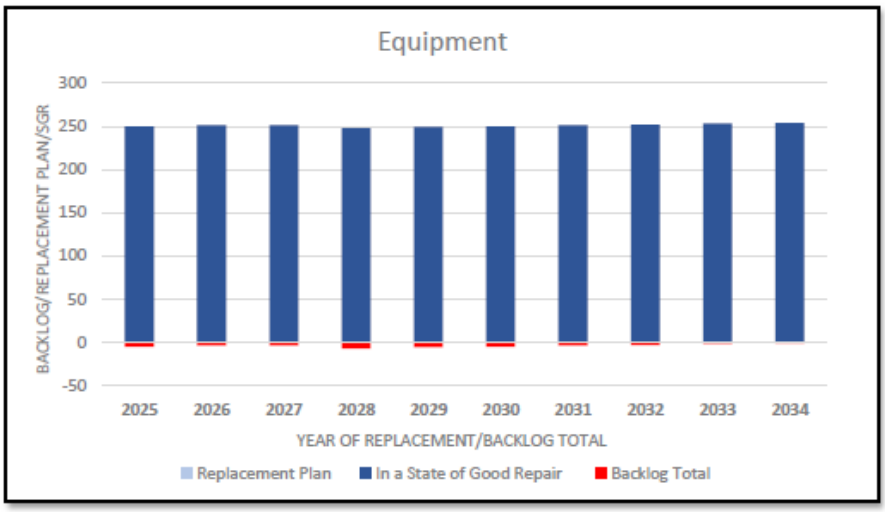
Project Code	FMA652	**Total Equipment**	255
Project Name	Equipment Managed Reserve	**Target Backlog**	10%

Projected 10 Year Budget:

2025	$800,000
2026	$800,000
2027	$800,000
2028	$800,000
2029	$800,000
2030	$845,000
2031	$0
2032	$0
2033	$0
2034	$0
Total Budget	**$4,845,000**

General Project Description

This project will cover the replacement or rehab of equipment that meets the criteria of being a state of good repair asset. The criteria for equipment being a SGR asset is that its cost is more than $50,000 and has a useful life of more than a year. The budget numbers for years 2025 - 2028 were derived from the 5-Year Capital Plan budget. The budget numbers for years 2029 - 2034 were pulled from the latest constrained model run.
Some of these pieces of equipment may have their useful life extended with rehabs or replacement of parts. Equipment that has exceeded useful life will require an evaluation to see if the equipment can be still be used safely. To maintain a 10% backlog target, one piece of equipment will need to be replaced each year.



10-YEAR FACILITIES REHAB/REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$800,000	$800,000	$800,000	$800,000	$800,000
Emerg. Generator Asset # 18042	Rogers Horizontal Tire Press Asset # 7603	Nissan Forklift Asset # 8114	Millport Smartlathe Asset # 8845	Rerailing Equipment Asset # 8867

2030	2031	2032	2033	2034
$845,000	$0	$0	$0	$0
KRRAS 220TONX12 Press B Asset # 8918	Hydraulic Test Bench Asset # 9032	Hydraulic Press Brake Asset # 29080	Wash Bay Equipment Asset # 8831	Faro Laser Line Asset # 37590

Anticipated Backlog Representation

Total Assets	255

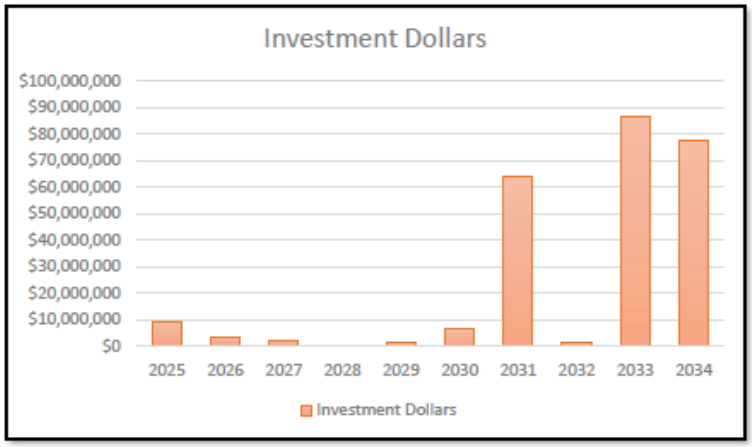
Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	1	5	250	249
2026	1	4	251	250
2027	1	4	251	250
2028	1	7	248	247
2029	1	6	249	248
2030	1	5	250	249
2031	1	4	251	250
2032	1	3	252	251
2033	1	2	253	252
2034	1	1	254	253

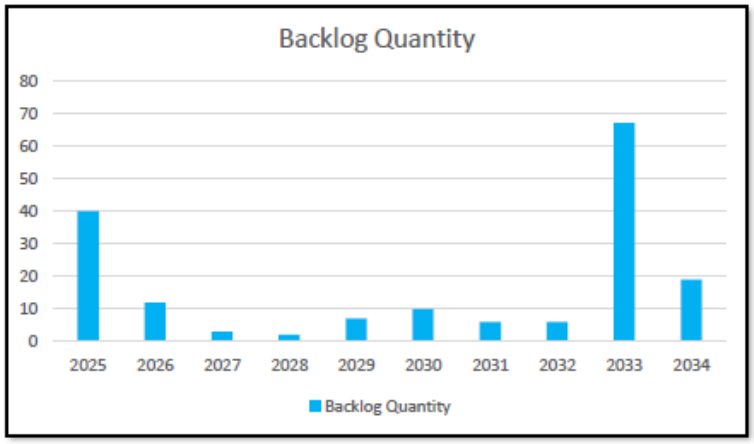
Equipment

Year	SGR Backlog
2025	6
2026	0
2027	1
2028	4
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

APPENDIX

Unconstrained Run: Facilities, Equipment Managed Reserve





Year	Investment Dollars	Backlog Quantity
2025	$9,027,065	40
2026	$3,137,571	12
2027	$1,841,348	3
2028	$278,582	2
2029	$1,296,067	7
2030	$6,448,211	10
2031	$63,826,702	6
2032	$1,167,496	6
2033	$86,486,274	67
2034	$77,706,222	19

APPENDIX

Unconstrained Equipment Backlog List

Year	Description	Investment Dollars	Asset Number
2025	GENERATOR STDBY	$93,976.23	16430
2025	GENERATOR	$93,976.23	16648
2025	GENERATOR/EMERGENCY	$93,976.23	17777
2025	BACKHOE LOADER	$77,632.83	5263
2025	CASE IH TRACTOR	$84,817.27	8835
2025	BED TYPE MILLING MACHINE	$97,599.83	14027
2025	HYDRAULIC RAIL TAMPING UNIT	$198,971.22	14427
2025	RIDE ON CONCRETE SCRUBBER	$225,195.40	14460
2025	4 ELECT PORTABLE 15 TON JACKS	$95,868.54	23371
2025	Air Compressor-Gas	$99,137.27	29371
2025	ALTERNATOR TESTER	$190,352.19	36531
2025	Torchmate Plasma Table	$69,116.43	42813
2025	Parts Washer	$141,261.31	24687
2025	Transmission Test Unit 120 VOL	$126,811.60	20658
2025	Fuel Control	$74,227.91	36145
2025	Fuel Control	$74,227.91	36146
2025	Fuel Monitoring System	$74,227.91	36149
2025	CAR WASH & DRYER	$320,644.57	14429
2025	RIVERSIDE TANK FARM	$1,441,454.36	4414
2025	2 Deck Post Hoist - Bay 8	$201,651.01	16680
2025	BUS HOIST	$268,756.44	16997
2025	BUS HOIST	$268,756.44	16999
2025	BUS HOIST	$268,756.44	17029
2025	BUS HOIST	$268,756.44	17031
2025	BUS HOIST	$268,756.44	17081
2025	BUS HOIST	$268,756.44	17099
2025	BUS HOIST	$268,756.44	17133
2025	BUS HOIST	$268,756.44	17848
2025	BUS HOIST	$268,756.44	17864
2025	Post Hoist	$268,756.44	20608
2025	Bus Hoist	$268,756.44	21370
2025	Bus Hoist	$268,756.44	21371
2025	Bus Hoist	$268,756.44	21372
2025	3 Deck Post Hoist - Bay 1	$268,756.44	21509
2025	Axle Hoist - Bay 2	$268,756.44	21510
2025	Axle Hoist - Bay 3	$268,756.44	21511
2025	Axle Hoist - Bay 6	$268,756.44	21512
2025	PARALLELOGRAM LIFT	$194,360.01	16926
2025	PARALLELOGRAM LIFT	$194,360.01	16948
2025	PARALLELOGRAM LIFT	$194,360.01	18508
2026	PARTS ROOM SHELVING & EQUIP	$110,928.39	9414
2026	JRSC Bridge Crane	$178,363.48	9563
2026	JRSC Pit Material & Tool Lift	$99,073.27	9564

APPENDIX

Year	Description	Investment Dollars	Asset Number
2026	JRSC Central Vacuum	$132,647.07	9567
2026	JRSC Gear Oil System	$105,431.71	9568
2026	JIB CRANE	$160,666.84	9628
2026	Arc Cut Pro 20 Plasma Table	$259,500.77	42194
2026	WARM SPRINGS SANDING SYSTEM	$189,216.89	9395
2026	JRSC Sanding System	$955,724.75	9565
2026	JRSC Train Wash	$606,387.02	9566
2026	DYNO Trans Test	$121,288.07	30865
2026	OGDEN STEAM BAY LIFT	$218,343.69	8799
2027	7 BRIDGE CRANES & CRANEWAYS	$1,014,356.49	8829
2027	DROP TABLE & RAIL TURNTABLE	$740,406.20	8830
2027	60000# PORTABLE LIFT & STANDS	$86,586.17	8868
2028	Pro Cut Brake Lathe	$64,649.95	57007
2028	Parallel Lift	$213,932.67	23994
2029	SERVICE TRUCK EQUIP	$80,152.64	9044
2029	Bomb Bi-level HVAC test BENCH	$127,181.58	28505
2029	Electric Bus Depot Charger	$162,624.70	42195
2029	Taylor Dynamometer	$133,502.15	52250
2029	PORTABLE BUS LIFT 60,000LB	$178,577.71	9169
2029	Vehicle Lift	$391,901.16	24620
2029	ULTRA SHALLOW IN GROUND LIFT	$222,127.46	24854
2030	350 KW GENERARATOR	$115,825.48	9296
2030	Diesel Generator 250KW	$110,272.78	25044
2030	Emergency Generator	$110,272.78	25905
2030	Diesel Particulate Filter Clea	$106,606.23	9031
2030	Electric Bus Charger	$1,402,800.93	41971
2030	Electric Bus Charger	$1,500,809.00	41972
2030	Electric Bus Depot Charger	$407,331.50	42019
2030	HAAS Vertical Machining Center	$128,579.77	42044
2030	Train wash	$2,138,527.64	28825
2030	Hydraulic Lift Vehicle	$427,185.70	25050
2031	Meadowbrook Tire Shop Elevator	$252,688.83	16989
2031	Meadowbrook Warehouse Elevator	$252,688.83	18409
2031	MB PARKING CANOPIES	$62,715,774.11	53
2031	Creaform HandySCAN 3D Scanner	$91,350.35	51128
2031	Parallelogram Platform Hoist	$235,476.34	26576
2031	Platform Lift	$278,723.57	26572
2032	Kardex Remstar with Software	$162,195.66	31456
2032	Kardex Remstar with Software	$162,195.66	31705
2032	HD ALIGNER	$88,151.91	52121
2032	Punch Brake Press	$255,336.56	52399
2032	PERSONAL LIFT	$249,808.59	52215
2032	PERSONAL LIFT	$249,808.59	52216
2033	Kardex Remstar VLM	$258,138.36	41196
2033	Kardex Remstar 6 VLM	$285,660.07	41252

APPENDIX

Year	Description	Investment Dollars	Asset Number
2033	Kardex Remstar 5 VLM	$285,660.07	41253
2033	Kardex Remstar 4 VLM	$285,660.07	41254
2033	Kardex Remstar 3 VLM	$285,660.07	41260
2033	Kardex Remstar 2 VLM	$285,660.07	41265
2033	Kardex Remstar VLM	$285,660.07	41266
2033	Bus Charger Power System	$402,063.25	56533
2033	Bus Charger Cabinet	$1,494,461.53	56534
2033	Bus Charger Power System	$1,494,461.53	56535
2033	Bus Charger Power System	$1,494,461.53	56536
2033	Bus Charger Cabinet	$1,494,461.53	56537
2033	Bus Charger Power System	$1,494,461.53	56538
2033	Bus Charger Power System	$1,494,461.53	56539
2033	Bus Charger Power System	$1,494,461.53	56540
2033	Bus Charger Power System	$402,063.25	56542
2033	Pantograph Charger	$3,957,033.72	56543
2033	Bus Charger Power System	$402,063.25	56544
2033	Bus Charger Cabinet	$407,230.90	56546
2033	Bus Charger Power System	$407,230.90	56547
2033	Bus Charger Power System	$407,230.90	56548
2033	Bus Charger Cabinet	$407,230.90	56549
2033	Bus Charger Power System	$402,063.25	56550
2033	Bus Charger Power System	$402,063.25	56551
2033	Bus Charger Power System	$402,063.25	56552
2033	Bus Charger Cabinet	$1,494,461.53	56553
2033	Bus Charger Power System	$1,494,461.53	56554
2033	Bus Charger Power System	$1,494,461.53	56555
2033	Bus Charge Cabinet #3	$1,492,999.85	56703
2033	Bus Charger Cabinet #5	$1,492,999.85	56704
2033	Bus Charger Cabinet #2	$1,492,999.85	56705
2033	Bus Charger Cabinet #1	$1,492,999.85	56706
2033	Bus Charger Cabinet #4	$1,492,999.85	56707
2033	Bus Charger #23	$1,492,999.85	56708
2033	Bus Charger Cabinet #7	$1,492,999.85	56709
2033	Bus Charger Cabinet #6	$1,651,945.09	56710
2033	Bus Charger Cabinet #8	$1,492,999.85	56711
2033	Bus Charger #24	$1,492,999.85	56712
2033	Bus Charger #1	$1,492,999.85	56713
2033	Bus Charger #2	$1,492,999.85	56714
2033	Bus Charger #3	$1,492,999.85	56715
2033	Bus Charger #4	$1,492,999.85	56716
2033	Bus Charger #5	$1,492,999.85	56717
2033	Bus Charger #6	$1,492,999.85	56718
2033	Bus Charger #7	$1,492,999.85	56719
2033	Bus Charger #9	$1,492,999.85	56720
2033	Bus Charger #11	$1,492,999.85	56721

APPENDIX

Year	Description	Investment Dollars	Asset Number
2033	Bus Charger #12	$1,492,999.85	56722
2033	Bus Charger #8	$1,492,999.85	56723
2033	Bus Charger #10	$1,492,999.85	56724
2033	Bus Charger #13	$1,492,999.85	56725
2033	Bus Charger #15	$1,492,999.85	56726
2033	Bus Charger #14	$1,492,999.85	56727
2033	Bus Charger #18	$1,492,999.85	56728
2033	Bus Charger #20	$1,492,999.85	56729
2033	Bus Charger #22	$1,492,999.85	56730
2033	Bus Charger #16	$1,492,999.85	56731
2033	Bus Charger #19	$1,492,999.85	56748
2033	Bus Charger #21	$1,492,999.85	56751
2033	Bus Charger #17	$1,492,999.85	56753
2033	Pantograph Charger	$3,957,033.72	56996
2033	Charging Cabinet	$1,492,999.85	56997
2033	Pantograph Charger	$3,944,771.55	56999
2033	Air Hydraulic Bus Hoist	$260,447.92	27162
2033	Air Hydraulic Bus Hoist	$260,447.92	27163
2033	REPLACEMENT BUS LIFT	$376,279.35	29079
2034	Midvale Elevator	$278,135.38	37546
2034	EMERGENCY GENERATOR C30N6	$783,264.73	51987
2034	2 Post Lift Bay #1	$268,912.48	28106
2034	In Ground Hoist - 3 Post	$358,401.17	28109
2034	Hydraulic Vehicle Lift	$424,224.57	28244
2034	Hydraulic Vehicle Lift	$424,224.57	28245

UTAH TRANSIT AUTHORITY



REVENUE VEHICLE 10-YEAR REHAB/REPLACEMENT PLAN

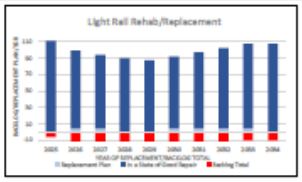
Years 2025 -2034

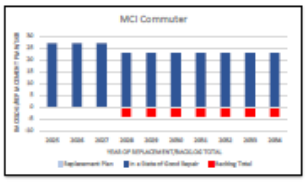
General Description

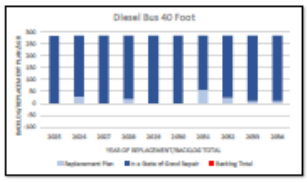
This is a high level overview of the budget for the 10-Year Revenue Vehicle Rehab and Replacement Plan. Each project displays the money budgeted for individual years during the 10 year plan. The budget numbers for years 2025 - 2028 were derived from the UTA 5-Year Capital Plan. The budget numbers for years 2029 -2034 were gathered by using the 2016 TRAM Lite projection numbers from the constrained raw data file.
The charts on this page represent the projects that will have SGR backlog over the course of the 10 years. The charts represent the efforts necessary to take place to hit the designated target backlog percentage. Each project will give greater detail on the replacement plan that will be needed to maintain the backlog target.

	Project Name							
Year	Comet Car Replacement RFV2107	CR Veh Rehab & Replacement SGR2017	Commuter Rail Engine Overhaul SGR1517	Light Rail Vehicle Rehab SGR040	SD100/SD160 LRV Replacement RFV102	Bus Replacement RFV1011	Paratransit Vehicle Replacement RFV2029	Vanpool Replacement RFV212
2025		$4,750,000.00	$0.00	$11,000,000.00	$66,000,000.00	$40,000,000.00	$4,851,000.00	$1,714,000.00
2026		$4,750,000.00	$0.00	$6,000,000.00	$66,000,000.00	$40,000,000.00	$4,960,000.00	$1,757,000.00
2027		$4,750,000.00	$0.00	$6,000,000.00	$67,903,000.00	$40,000,000.00	$5,780,000.00	$1,800,000.00
2028		$4,750,000.00	$0.00	$6,000,000.00	$120,000,000.00	$40,000,000.00	$5,967,000.00	$1,844,000.00
2029		$0.00	$0.00	$6,000,000.00	$0.00	$41,760,000.00	$0.00	$0.00
2030		$0.00	$1,650,000.00	$6,000,000.00	$0.00	$10,124,760.00	$0.00	$100,000.00
2031		$0.00	$1,710,000.00	$6,000,000.00	$0.00	$65,127,308.00	$0.00	$5,137,000.00
2032		$0.00	$1,775,000.00	$6,000,000.00	$0.00	$28,558,252.00	$1,668,000.00	$5,000,000.00
2033		$0.00	$1,840,000.00	$6,000,000.00	$0.00	$15,947,706.00	$0.00	$0.00
2034		$0.00	$0.00	$6,000,000.00	$0.00	$44,494,884.00	$0.00	$0.00
Total		$23,000,000.00	$6,960,000.00	$61,000,000.00	$329,903,000.00	$366,104,410.00	$22,682,000.00	$17,488,000.00

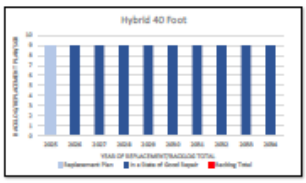
SGR Backlog Charts For Revenue Vehicles

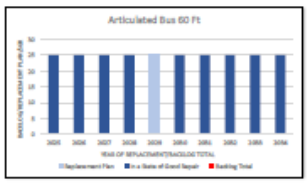


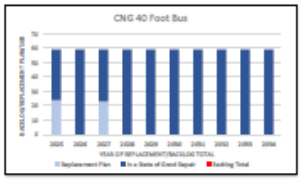


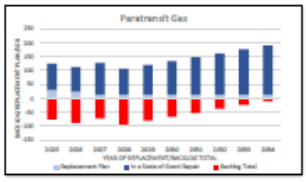


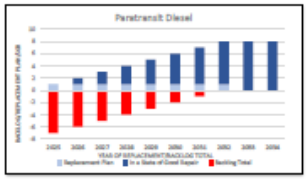














UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Project Code	SGR391
Project Name	CR Vehicle Rehab and Replacement
Projected 10 Year Budget:	
2025	$3,750,000
2026	$3,750,000
2027	$3,750,000
2028	$3,750,000
2029	$0
2030	$0
2031	$0
2032	$0
2033	$0
2034	$0
Total Budget	**$15,000,000**

General Project Description

This project will cover the replacement of the Comet cars used on the Frontrunner commuter rail line. In 2022, UTA disposed of all Comet cars with an auction ending November 1st, 2023. Money in this project will cover replacements for these vehicles in the future.

Assets to replace/rehab: CR Vehicle Rehab and Replacement

2025	2026	2027	2028	2029
$3,750,000	$3,750,000	$3,750,000	$3,750,000	$0
ACM	ACM	ACM	ACM	ACM

2030	2031	2032	2033	2034
$0	$0	$0	$0	$0

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Project Code	SGR353	**Total Assets**	18
Project Name	Commuter Rail Engine Overhaul	**Target Backlog %**	0%

Projected 10 Year Budget:

2025	$0
2026	$0
2027	$0
2028	$0
2029	$0
2030	$1,650,000
2031	$1,710,000
2032	$1,775,000
2033	$1,830,000
2034	$0
Total Budget	**$6,965,000**

General Project Description

This project will cover the completion of the current commuter rail engine overhaul and then the annual capital maintenance (ACM) for the 10 years. The amounts of year 2025 - 2028 derived from the 5 Capital Plan budget. The values from 2029 - 2034 will cover the ACM for the commuter rail locomotives.

Assets to replace/rehab:

2025	2026	2027	2028	2029
$0	$0	$0	$0	$0
ACM				

2030	2031	2032	2033	2034
$1,650,000	$1,710,000	$1,775,000	$1,830,000	$0
ACM	ACM	ACM	ACM	ACM

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Project Code	SGR040	**Light Rail Vehicle**	117
Project Name	Light Rail Vehicle Rehab	**Target Backlog %**	10%

Projected 10 Year Budget:

2025	$11,000,000
2026	$9,000,000
2027	$9,000,000
2028	$9,000,000
2029	$9,000,000
2030	$9,000,000
2031	$9,000,000
2032	$9,000,000
2033	$9,000,000
2034	$9,000,000
Total Budget	**$92,000,000**

Project Code	REV238
Project Name	SD100/SD160 Light Rail Vehicle Replacement

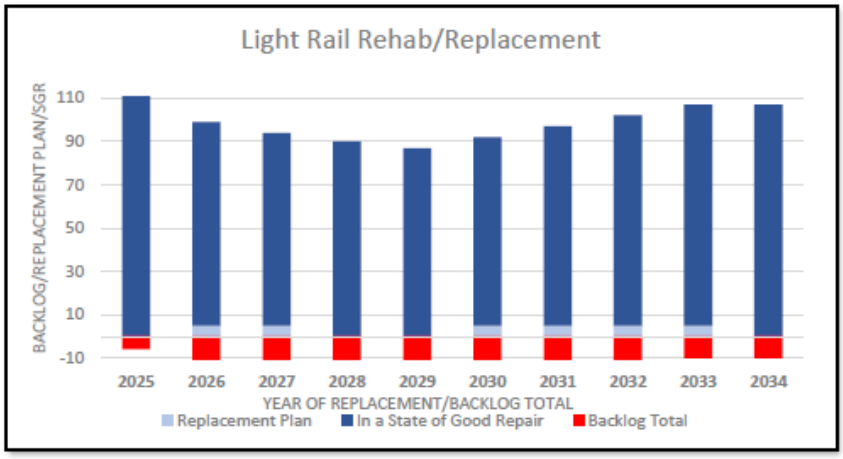
Projected 10 Year Budget:

2025	$36,000,000
2026	$36,000,000
2027	$37,900,000
2028	$120,000,000
2029	$0
2030	$0
2031	$0
2032	$0
2033	$0
2034	$0
Total Budget	**$229,900,000**

General Project Description

This project will cover the rehab of light rail vehicles during the years 2025 - 2028. The budget for this 4 year period is derived from the 5 year capital plan. Near the end of this 10 year period portions of the SD light rail vehicles will have reached their useful life and will require replacement. Starting in 2026 through 2033 five light rail vehicles will need to be replaced each year to maintain a 10% backlog target. The budget numbers for years 2030 - 2034 come from the latest constrained model run.

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN



Assets to replace/rehab: Light Rail Vehicle Rehab

2024	2025	2026	2027	2028
$11,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000
ACM/Rehab	ACM/Rehab	ACM/Rehab	ACM/Rehab	ACM/Rehab

2029	2030	2031	2032	2033
$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000
ACM/Rehab	ACM/Rehab	ACM/Rehab	ACM/Rehab	ACM/Rehab

Assets to replace/rehab: SD100/SD160 LRV Replacement

2025	2026	2027	2028	2029
$36,000,000	$36,000,000	$37,900,000	$120,000,000	$0
	5 - LRV	5 - LRV		5 - LRV

2030	2031	2032	2033	2034
$0	$0	$0	$0	$0
5 - LRV	5 - LRV	5 - LRV	5 - LRV	

Anticipated Backlog Representation

Total Assets 117

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	6	111	111
2026	5	18	99	94
2027	5	23	94	89

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2028	0	27	90	90
2029	0	30	87	87
2030	5	25	92	87
2031	5	20	97	92
2032	5	15	102	97
2033	5	10	107	102
2034	0	10	107	107

Light Rail

Year	Projected Backlog
2025	6
2026	17
2027	10
2028	4
2029	3
2030	0
2031	0
2032	0
2033	0
2034	0

Asset to be replaced

Backlog Year	Replacement Year	Name	Asset Number	Status
2025	2026	Light Rail	13607	Active
2025	2026	Light Rail	13599	Active
2025	2026	Light Rail	13612	Active
2025	2026	Light Rail	13613	Active
2025	2026	Light Rail	13614	Active
2025	2027	Light Rail	13610	Active
2026	2027	Light Rail	13593	Active
2026	2027	Light Rail	13605	Active
2026	2027	Light Rail	13615	Active
2026	2027	Light Rail	13608	Active
2026	2029	Light Rail	13611	Active
2026	2029	Light Rail	13598	Active
2026	2029	Light Rail	13600	Active
2026	2029	Light Rail	13601	Active
2026	2029	Light Rail	13616	Active
2026	2030	Light Rail	13617	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Asset Number	Status
2026	2030	Light Rail	13620	Active
2026	2030	Light Rail	13594	Active
2026	2030	Light Rail	13596	Active
2026	2030	Light Rail	13603	Active
2026	2031	Light Rail	13604	Active
2026	2031	Light Rail	13609	Active
2026	2031	Light Rail	13602	Active
2027	2031	Light Rail	14878	Active
2027	2031	Light Rail	15039	Active
2027	2032	Light Rail	15050	Active
2027	2032	Light Rail	15051	Active
2027	2032	Light Rail	15052	Active
2027	2032	Light Rail	15053	Active
2027	2032	Light Rail	14879	Active
2027	2033	Light Rail	15055	Active
2027	2033	Light Rail	15056	Active
2027	2033	Light Rail	15054	Active
2029	2033	Light Rail	20546	Active
2029	2033	Light Rail	20547	Active

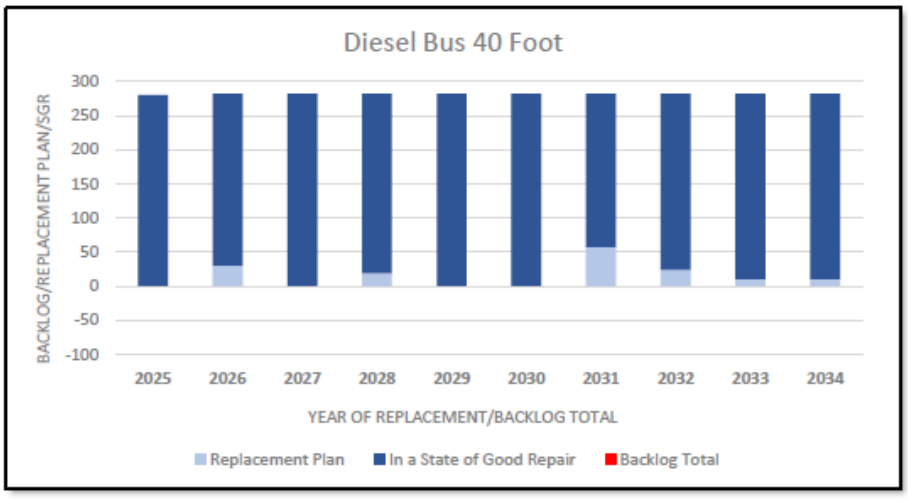
UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Project Code	REV211
Project Name	Bus Replacement
Projected 10 Year Budget:	
2025	$30,000,000
2026	$30,000,000
2027	$30,000,000
2028	$30,000,000
2029	$61,790,385
2030	$10,224,760
2031	$65,127,508
2032	$28,519,252
2033	$15,947,704
2034	$34,494,884
Total Budget	**$336,104,493**

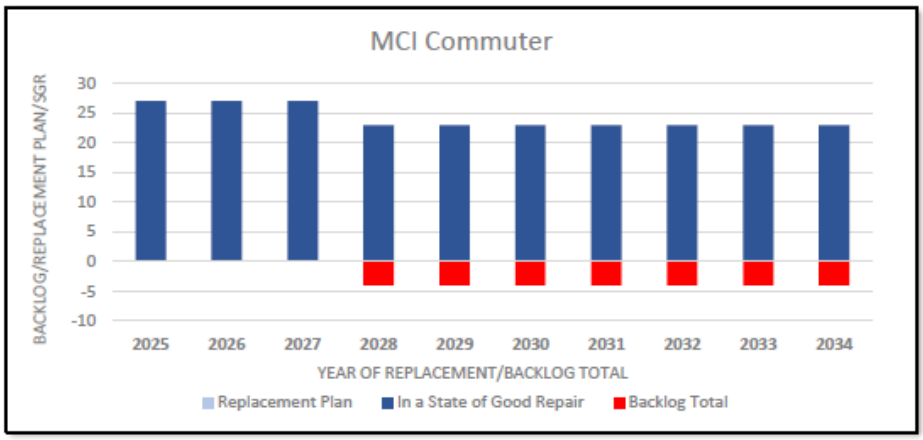
Diesel Bus 40 FT	282
MCI Commuter	27
Hybrid 40 FT	9
Ski Bus 35 FT	53
Articulated Bus 60 FT	25
CNG 40 Foot	59
Electric Bus 40 FT	36
Target Backlog %	10%

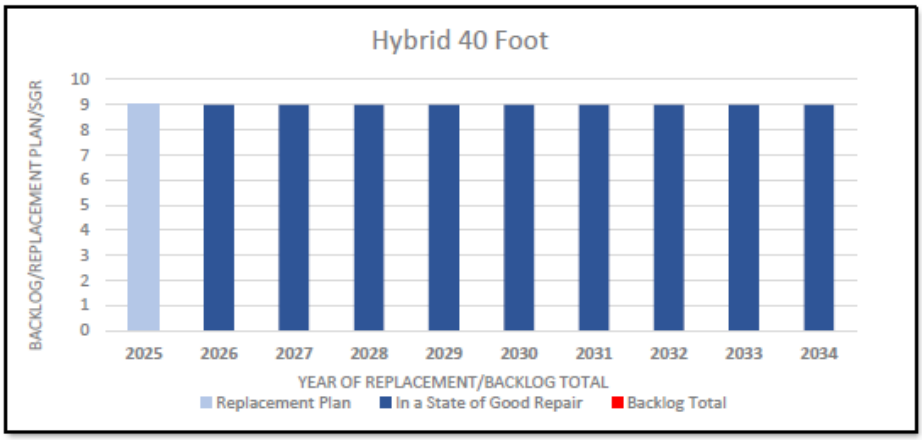
General Project Description

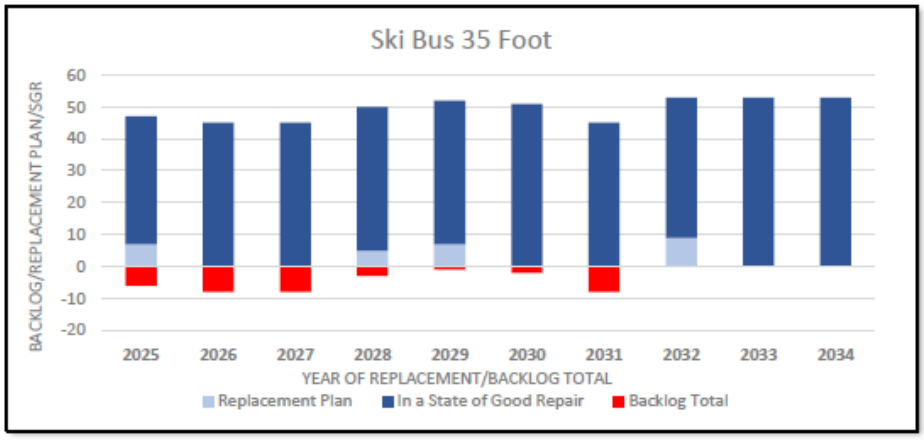
This project will cover the replacement of different types of buses. The buses included in this project are Diesel Bus 40 Foot, MCI Commuter, Hybrid 40 Foot Bus, Ski Bus 35 Foot, Articulated Bus 60 Foot, and CNG 40 Foot Bus. The budget numbers for years 2025 - 2028 were derived from the 5 Year Capital Plan budget. The budget numbers for 2029 - 2034 were taken from the latest constrained model run. Each individual bus type replacement plan amount is based on maintaining a target backlog of 10%. The bus replacement numbers for each year were pulled from the 2024 Bus Replacement Plan.



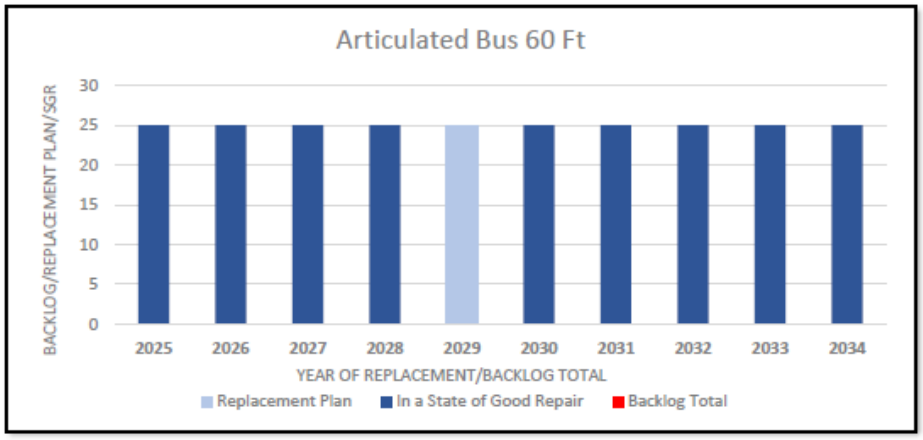
UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

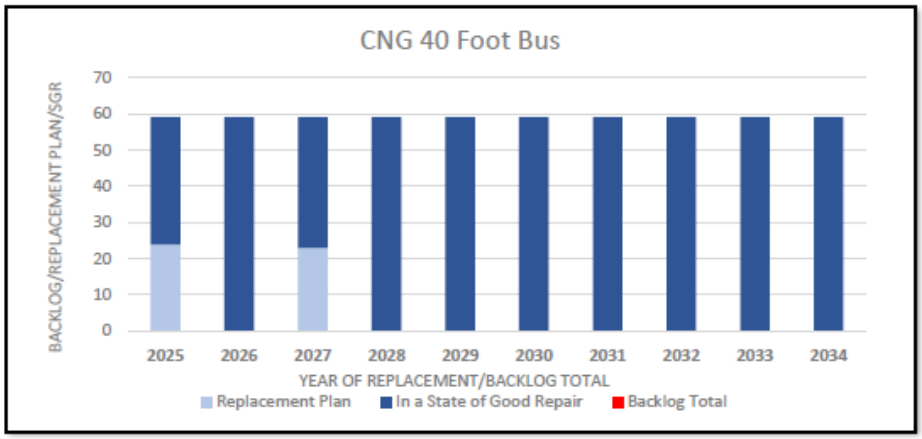






UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN





Assets to replace/rehab:

2025	2026	2027	2028	2029
$30,000,000	$30,000,000	$30,000,000	$30,000,000	$61,790,385
0 - Diesel Bus 40 Ft	30 - Diesel Bus 40 Ft	0 - Diesel Bus 40 Ft	19 - Diesel Bus 40 Ft	0 - Diesel Bus 40 Ft
0 - MCI Commuter	0 - MCI Commuter	0 - MCI Commuter	0 - MCI Commuter	0 - MCI Commuter
9 - Hybrid 40 Foot	0 - Hybrid 40 Foot	0 - Hybrid 40 Foot	0 - Hybrid 40 Foot	0 - Hybrid 40 Foot
7 - Ski Bus 35 Ft Diesel	0 - Ski Bus 35 Ft Diesel	0 - Ski Bus 35 Ft Diesel	5- Ski Bus 35 Ft Diesel	7 - Ski Bus 35 Ft Diesel
0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot	25 - Articulated Bus 60 Foot
24 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus	23 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

2030	2031	2032	2033	2034
$10,224,760	$65,127,508	$28,519,252	$15,947,704	$34,494,884
0 - Diesel Bus 40 Ft	57 - Diesel Bus 40 Ft	24 - Diesel Bus 40 Ft	10 - Diesel Bus 40 Ft	10 - Diesel Bus 40 Ft
0 - MCI Commuter	0 - MCI Commuter	0 - MCI Commuter	0 - MCI Commuter	0 - MCI Commuter
0 - Hybrid 40 Foot	0 - Hybrid 40 Foot	0 - Hybrid 40 Foot	0 - Hybrid 40 Foot	0 - Hybrid 40 Foot
0 - Ski Bus 35 Ft Diesel	0 - Ski Bus 35 Ft Diesel	9 - Ski Bus 35 Ft Diesel	0 - Ski Bus 35 Ft Diesel	0 - Ski Bus 35 Ft Diesel
0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot	0 - Articulated Bus 60 Foot
0 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus	0 - CNG 40 Foot Bus

Anticipated Backlog Representation Diesel Bus 40 Foot

Total Assets 282

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	2	280	280
2026	30	0	282	252
2027	0	0	282	282
2028	19	0	282	263
2029	0	0	282	282
2030	0	0	282	282
2031	57	0	282	225
2032	24	0	282	258
2033	10	0	282	272
2034	10	0	282	272

Diesel Bus 40 Foot

Year	Projected Backlog
2025	2
2026	0
2027	25
2028	0
2029	17
2030	0
2031	36
2032	2
2033	0
2034	0

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Anticipated Backlog Representation MCI Commuter

Total Assets 27

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	27	27
2026	0	0	27	27
2027	0	0	27	27
2028	0	4	23	23
2029	0	4	23	23
2030	0	4	23	23
2031	0	4	23	23
2032	0	4	23	23
2033	0	4	23	23
2034	0	4	23	23

MCI Commuter

Year	Projected Backlog
2025	0
2026	0
2027	0
2028	4
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation Hybrid 40 Foot

Total Assets 9

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	9	0	9	0
2026	0	0	9	9
2027	0	0	9	9
2028	0	0	9	9
2029	0	0	9	9
2030	0	0	9	9
2031	0	0	9	9
2032	0	0	9	9
2033	0	0	9	9
2034	0	0	9	9

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Hybrid 40 Foot

Year	Projected Backlog
2025	9
2026	0
2027	0
2028	0
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation Ski Bus 35 Foot

Total Assets 53

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	7	6	47	40
2026	0	8	45	45
2027	0	8	45	45
2028	5	3	50	45
2029	7	1	52	45
2030	0	2	51	51
2031	0	8	45	45
2032	9	0	53	44
2033	0	0	53	53
2034	0	0	53	53

Ski Bus 35 Foot

Year	Projected Backlog
2025	13
2026	2
2027	0
2028	0
2029	5
2030	1
2031	6
2032	0
2033	0
2034	0

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Anticipated Backlog Representation Articulated Bus 60 Ft

Total Assets 25

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	0	25	25
2026	0	0	25	25
2027	0	0	25	25
2028	0	0	25	25
2029	25	0	25	0
2030	0	0	25	25
2031	0	0	25	25
2032	0	0	25	25
2033	0	0	25	25
2034	0	0	25	25

Articulated Bus 60 Ft

Year	Projected Backlog
2025	0
2026	0
2027	0
2028	0
2029	0
2030	16
2031	8
2032	1
2033	0
2034	0

Anticipated Backlog Representation CNG 40 Foot Bus

Total Assets 59

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	24	0	59	35
2026	0	0	59	59
2027	23	0	59	36
2028	0	0	59	59
2029	0	0	59	59
2030	0	0	59	59
2031	0	0	59	59
2032	0	0	59	59
2033	0	0	59	59
2034	0	0	59	59

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

CNG 40 Foot Bus	
Year	Projected Backlog
2025	0
2026	24
2027	0
2028	23
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Asset to be replaced Diesel Bus 40 Foot

Backlog Year	Replacement Year	Name	Unit Number	Status/Replacement
2027	2026	Diesel Bus 40 Ft	12001	Active/Electric
2027	2026	Diesel Bus 40 Ft	12002	Active/Electric
2027	2026	Diesel Bus 40 Ft	12004	Active/Electric
2027	2026	Diesel Bus 40 Ft	12005	Active/Electric
2027	2026	Diesel Bus 40 Ft	12006	Active/Electric
2027	2026	Diesel Bus 40 Ft	12007	Active/Electric
2027	2026	Diesel Bus 40 Ft	12008	Active/Electric
2027	2026	Diesel Bus 40 Ft	12009	Active/Electric
2027	2026	Diesel Bus 40 Ft	12010	Active/Electric
2027	2026	Diesel Bus 40 Ft	12011	Active/Electric
2027	2026	Diesel Bus 40 Ft	12012	Active/Electric
2027	2026	Diesel Bus 40 Ft	12013	Active/Electric
2027	2026	Diesel Bus 40 Ft	12014	Active/Electric
2027	2026	Diesel Bus 40 Ft	12015	Active/Electric
2027	2026	Diesel Bus 40 Ft	12016	Active/Electric
2027	2026	Diesel Bus 40 Ft	12017	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12018	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12019	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12020	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12021	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12022	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12023	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12024	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12025	Active/Diesel
2027	2026	Diesel Bus 40 Ft	12026	Contingency/Diesel
2027	2026	Diesel Bus 40 Ft	12027	Contingency/Diesel
2027	2026	Diesel Bus 40 Ft	12028	Contingency/Diesel
2027	2026	Diesel Bus 40 Ft	12029	Contingency/Diesel

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status/Replacement
2027	2026	Diesel Bus 40 Ft	12030	Contingency/Diesel
2027	2026	Diesel Bus 40 Ft	12031	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14005	Active/Electric
2029	2028	Diesel Bus 40 Ft	14001	Active/Electric
2029	2028	Diesel Bus 40 Ft	14002	Active/Electric
2029	2028	Diesel Bus 40 Ft	14003	Active/Electric
2029	2028	Diesel Bus 40 Ft	14004	Active/Electric
2029	2028	Diesel Bus 40 Ft	14006	Active/Electric
2029	2028	Diesel Bus 40 Ft	14007	Active/Electric
2029	2028	Diesel Bus 40 Ft	14008	Active/Electric
2029	2028	Diesel Bus 40 Ft	14009	Active/Electric
2029	2028	Diesel Bus 40 Ft	14010	Active/Electric
2029	2028	Diesel Bus 40 Ft	14011	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14012	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14013	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14014	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14015	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14016	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14017	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14018	Active/Diesel
2029	2028	Diesel Bus 40 Ft	14019	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17001	Active/Electric
2031	2031	Diesel Bus 40 Ft	17002	Active/Electric
2031	2031	Diesel Bus 40 Ft	17003	Active/Electric
2031	2031	Diesel Bus 40 Ft	17004	Active/Electric
2031	2031	Diesel Bus 40 Ft	17005	Active/Electric
2031	2031	Diesel Bus 40 Ft	17006	Active/Electric
2031	2031	Diesel Bus 40 Ft	17007	Active/Electric
2031	2031	Diesel Bus 40 Ft	17008	Active/Electric
2031	2031	Diesel Bus 40 Ft	17009	Active/Electric
2031	2031	Diesel Bus 40 Ft	17010	Active/Electric
2031	2031	Diesel Bus 40 Ft	17011	Active/Electric
2031	2031	Diesel Bus 40 Ft	17012	Active/Electric
2031	2031	Diesel Bus 40 Ft	17013	Active/Electric
2031	2031	Diesel Bus 40 Ft	17014	Active/Electric
2031	2031	Diesel Bus 40 Ft	17015	Active/Electric
2031	2031	Diesel Bus 40 Ft	17016	Active/Electric
2031	2031	Diesel Bus 40 Ft	17017	Active/Electric
2031	2031	Diesel Bus 40 Ft	17018	Active/Electric
2031	2031	Diesel Bus 40 Ft	17019	Active/Electric
2031	2031	Diesel Bus 40 Ft	17020	Active/Electric
2031	2031	Diesel Bus 40 Ft	17021	Active/Electric
2031	2031	Diesel Bus 40 Ft	17022	Active/Electric
2031	2023	Diesel Bus 40 Ft	17023	Active/Electric
2031	2031	Diesel Bus 40 Ft	17024	Active/Electric

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status/Replacement
2031	2031	Diesel Bus 40 Ft	17025	Active/Electric
2031	2031	Diesel Bus 40 Ft	17026	Active/Electric
2031	2031	Diesel Bus 40 Ft	17027	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17028	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17029	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17030	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17031	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17032	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17033	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17034	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17035	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17036	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17037	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17038	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17039	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17040	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17041	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17042	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17043	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17044	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17045	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17046	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17047	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17048	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17049	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17050	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17051	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17052	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17053	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17054	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17055	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17056	Active/Diesel
2031	2031	Diesel Bus 40 Ft	17057	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18018	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18019	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18020	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18016	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18021	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18022	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18023	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18024	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18001	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18002	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18003	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18004	Active/Diesel

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status/Replacement
2032	2032	Diesel Bus 40 Ft	18005	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18006	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18007	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18008	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18009	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18010	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18011	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18012	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18013	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18014	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18015	Active/Diesel
2032	2032	Diesel Bus 40 Ft	18017	Active/Diesel
2033	2033	Diesel Bus 40 Ft	19001	Active/Electric
2033	2033	Diesel Bus 40 Ft	19002	Active/Electric
2033	2033	Diesel Bus 40 Ft	19003	Active/Electric
2033	2033	Diesel Bus 40 Ft	19004	Active/Electric
2033	2033	Diesel Bus 40 Ft	19005	Active/Electric
2033	2033	Diesel Bus 40 Ft	19006	Active/Electric
2033	2033	Diesel Bus 40 Ft	19007	Active/Electric
2033	2033	Diesel Bus 40 Ft	19008	Active/Electric
2033	2033	Diesel Bus 40 Ft	19009	Active/Electric
2033	2033	Diesel Bus 40 Ft	19010	Active/Electric
2034	2034	Diesel Bus 40 Ft	20001	Active/Electric
2034	2034	Diesel Bus 40 Ft	20002	Active/Electric
2034	2034	Diesel Bus 40 Ft	20003	Active/Electric
2034	2034	Diesel Bus 40 Ft	20004	Active/Electric
2034	2034	Diesel Bus 40 Ft	20005	Active/Electric
2034	2034	Diesel Bus 40 Ft	20006	Active/Electric
2034	2034	Diesel Bus 40 Ft	20007	Active/Electric
2034	2034	Diesel Bus 40 Ft	20008	Active/Electric
2034	2034	Diesel Bus 40 Ft	20009	Active/Electric
2034	2034	Diesel Bus 40 Ft	20010	Active/Electric

Asset to be replaced MCI Commuter

Backlog Year	Replacement Year	Name	Unit Number	Status
2028	2024	MCI Commuter	09091	Pending Disposal
2028	2024	MCI Commuter	09093	Pending Disposal
2028	2024	MCI Commuter	09094	Pending Disposal
2028	2024	MCI Commuter	09095	Pending Disposal

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Asset to be replaced Hybrid 40 Foot

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2025	Hybrid 40 Foot	12041	Active
2025	2025	Hybrid 40 Foot	12042	Active
2025	2025	Hybrid 40 Foot	12043	Active
2025	2025	Hybrid 40 Foot	12044	Active
2025	2025	Hybrid 40 Foot	12045	Active
2025	2025	Hybrid 40 Foot	12046	Active
2025	2025	Hybrid 40 Foot	12047	Active
2025	2025	Hybrid 40 Foot	12048	Active
2025	2025	Hybrid 40 Foot	12049	Active

Asset to be replaced Ski Bus 35 Foot

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2025	Ski Bus 35 Foot	11001	Active
2025	2025	Ski Bus 35 Foot	11002	Active
2025	2025	Ski Bus 35 Foot	11003	Active
2025	2025	Ski Bus 35 Foot	11011	Active
2025	2025	Ski Bus 35 Foot	11012	Active
2026	2025	Ski Bus 35 Foot	13051	Active
2026	2025	Ski Bus 35 Foot	13052	Active
2029	2028	Ski Bus 35 Foot	16001	Active
2029	2028	Ski Bus 35 Foot	16002	Active
2029	2028	Ski Bus 35 Foot	16003	Active
2029	2028	Ski Bus 35 Foot	16004	Active
2029	2028	Ski Bus 35 Foot	16005	Active
2030	2029	Ski Bus 35 Foot	17071	Active
2031	2029	Ski Bus 35 Foot	17072	Active
2031	2029	Ski Bus 35 Foot	17073	Active
2031	2029	Ski Bus 35 Foot	17074	Active
2031	2029	Ski Bus 35 Foot	17075	Active
2031	2029	Ski Bus 35 Foot	17076	Active
2031	2029	Ski Bus 35 Foot	17077	Active
2032	2032	Ski Bus 35 Foot	20051	Active
2032	2032	Ski Bus 35 Foot	20052	Active
2032	2032	Ski Bus 35 Foot	20053	Active
2032	2032	Ski Bus 35 Foot	20054	Active
2032	2032	Ski Bus 35 Foot	20055	Active
2032	2032	Ski Bus 35 Foot	20056	Active
2032	2032	Ski Bus 35 Foot	20057	Active
2032	2032	Ski Bus 35 Foot	20058	Active
2032	2032	Ski Bus 35 Foot	20059	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Asset to be replaced Articulated Bus 60 FT

Backlog Year	Replacement Year	Name	Unit Number	Status/Replacement
2031	2029	Articulated Bus 60 FT	17101	Active/Electric
2031	2029	Articulated Bus 60 FT	17102	Active/Electric
2031	2029	Articulated Bus 60 FT	17103	Active/Electric
2029	2029	Articulated Bus 60 FT	17104	Active/Electric
2031	2029	Articulated Bus 60 FT	17105	Active/Electric
2030	2029	Articulated Bus 60 FT	17106	Active/Electric
2030	2029	Articulated Bus 60 FT	17107	Active/Electric
2030	2029	Articulated Bus 60 FT	17108	Active/Electric
2030	2029	Articulated Bus 60 FT	17109	Active/Electric
2030	2029	Articulated Bus 60 FT	17110	Active/Electric
2030	2029	Articulated Bus 60 FT	17111	Active/Electric
2030	2029	Articulated Bus 60 FT	17112	Active/Electric
2030	2029	Articulated Bus 60 FT	17113	Active/Electric
2030	2029	Articulated Bus 60 FT	17114	Active/Electric
2031	2029	Articulated Bus 60 FT	17115	Active/Electric
2030	2029	Articulated Bus 60 FT	17116	Active/Electric
2031	2029	Articulated Bus 60 FT	17117	Active/Electric
2031	2029	Articulated Bus 60 FT	17118	Active/Electric
2030	2029	Articulated Bus 60 FT	17119	Active/Electric
2030	2029	Articulated Bus 60 FT	17120	Active/Electric
2030	2029	Articulated Bus 60 FT	17121	Active/Electric
2030	2029	Articulated Bus 60 FT	17122	Active/Electric
2030	2029	Articulated Bus 60 FT	17123	Active/Electric
2032	2029	Articulated Bus 60 FT	17124	Active/Electric
2030	2029	Articulated Bus 60 FT	17125	Active/Electric

Asset to be replaced CNG Bus 40 Foot

Backlog Year	Replacement Year	Name	Unit Number	Status
2026	2025	CNG Bus 40 Foot	13001	Active
2026	2025	CNG Bus 40 Foot	13002	Active
2026	2025	CNG Bus 40 Foot	13003	Active
2026	2025	CNG Bus 40 Foot	13004	Active
2026	2025	CNG Bus 40 Foot	13005	Active
2026	2025	CNG Bus 40 Foot	13006	Active
2026	2025	CNG Bus 40 Foot	13007	Active
2026	2025	CNG Bus 40 Foot	13008	Active
2026	2025	CNG Bus 40 Foot	13009	Active
2026	2025	CNG Bus 40 Foot	13010	Active
2026	2025	CNG Bus 40 Foot	13031	Active
2026	2025	CNG Bus 40 Foot	13032	Active
2026	2025	CNG Bus 40 Foot	13033	Active
2026	2025	CNG Bus 40 Foot	13034	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

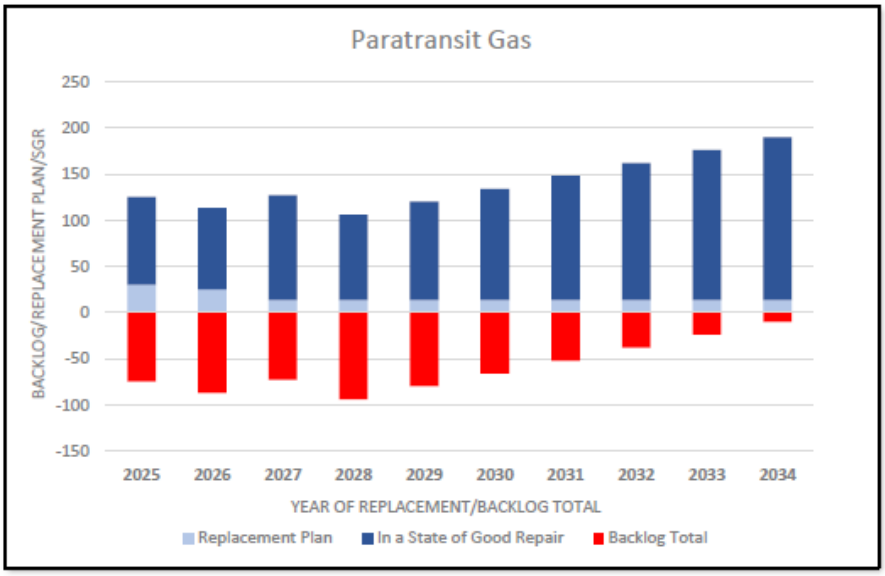
Backlog Year	Replacement Year	Name	Unit Number	Status
2026	2025	CNG Bus 40 Foot	13035	Active
2026	2025	CNG Bus 40 Foot	13036	Active
2026	2025	CNG Bus 40 Foot	13037	Active
2026	2025	CNG Bus 40 Foot	13038	Active
2026	2025	CNG Bus 40 Foot	13039	Active
2026	2025	CNG Bus 40 Foot	13040	Active
2026	2025	CNG Bus 40 Foot	13041	Active
2026	2025	CNG Bus 40 Foot	13042	Active
2026	2025	CNG Bus 40 Foot	13043	Active
2026	2025	CNG Bus 40 Foot	13044	Active
2028	2027	CNG Bus 40 Foot	15001	Active
2028	2027	CNG Bus 40 Foot	15002	Active
2028	2027	CNG Bus 40 Foot	15003	Active
2028	2027	CNG Bus 40 Foot	15004	Active
2028	2027	CNG Bus 40 Foot	15005	Active
2028	2027	CNG Bus 40 Foot	15006	Active
2028	2027	CNG Bus 40 Foot	15007	Active
2028	2027	CNG Bus 40 Foot	15008	Active
2028	2027	CNG Bus 40 Foot	15009	Active
2028	2027	CNG Bus 40 Foot	15010	Active
2028	2027	CNG Bus 40 Foot	15011	Active
2028	2027	CNG Bus 40 Foot	15012	Active
2028	2027	CNG Bus 40 Foot	15013	Active
2028	2027	CNG Bus 40 Foot	15014	Active
2028	2027	CNG Bus 40 Foot	15015	Active
2028	2027	CNG Bus 40 Foot	15016	Active
2028	2027	CNG Bus 40 Foot	15017	Active
2028	2027	CNG Bus 40 Foot	15018	Active
2028	2027	CNG Bus 40 Foot	15019	Active
2028	2027	CNG Bus 40 Foot	15020	Active
2028	2027	CNG Bus 40 Foot	15021	Active
2028	2027	CNG Bus 40 Foot	15022	Active
2028	2027	CNG Bus 40 Foot	15023	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

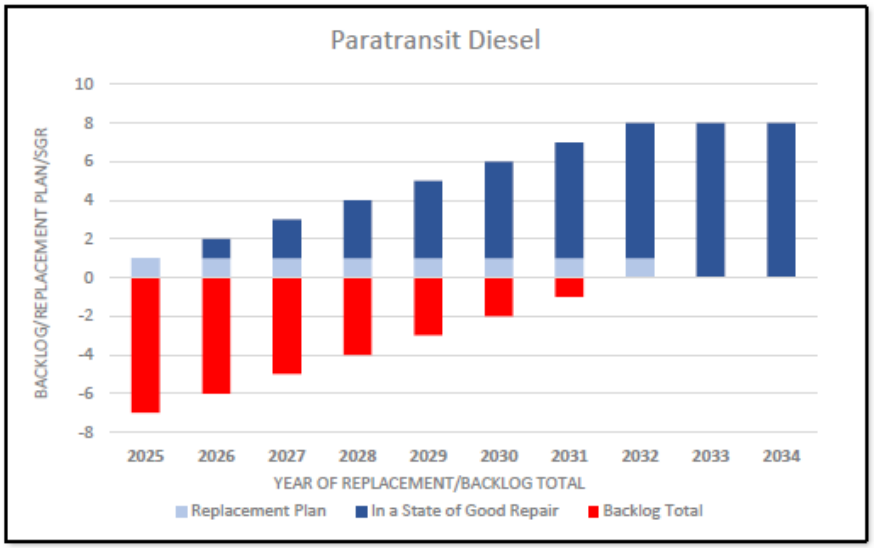
Project Code	REV209	**Paratransit Gas**	200
Project Name	Paratransit Vehicle Replacement	**Paratransit Diesel**	8
Projected 10 Year Budget:			
2025	$4,851,000	**Target Backlog %**	10%
2026	$3,961,000		
2027	$5,780,000		
2028	$5,967,000		
2029	$0		
2030	$0		
2031	$0		
2032	$1,933,000		
2033	$0		
2034	$0		
Total Budget	**$22,492,000**		

General Project Description

This project will cover the replacement of Paratransit buses both gas and diesel. The budget numbers for years 2025 - 2028 were derived from the 5 Year Capital plan budget. For the years 2029 - 2034 the budgets numbers came from the latest constrained model run. The replacement plan follows the Rubber Tire Replacement plan.



UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN



Assets to replace/rehab:

2025	2026	2027	2028	2029
$4,851,000	$3,961,000	$5,780,000	$5,967,000	$0
30 - Paratransit Gas	25 - Paratransit Gas	14 - Paratransit Gas	14 - Paratransit Gas	14 - Paratransit Gas
1 - Paratransit Diesel	1 - Paratransit Diesel	1 - Paratransit Diesel	1 - Paratransit Diesel	1 - Paratransit Diesel

2030	2031	2032	2033	2034
$0	$0	$1,933,000	$0	$0
14 - Paratransit Gas	14 - Paratransit Gas	14 - Paratransit Gas	14 - Paratransit Gas	14 - Paratransit Gas
1 - Paratransit Diesel	1 - Paratransit Diesel	1 - Paratransit Diesel		

Anticipated Backlog Representation Paratransit Gas

Total Assets 200

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	30	75	125	95
2026	25	87	113	88
2027	14	73	127	113
2028	14	94	106	92
2029	14	80	120	106
2030	14	66	134	120
2031	14	52	148	134
2032	14	38	162	148
2033	14	24	176	162
2034	14	10	190	176

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Paratransit Gas

Year	Projected Backlog
2025	105
2026	37
2027	0
2028	35
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation Paratransit Diesel

Total Assets 8

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	1	7	1	0
2026	1	6	2	1
2027	1	5	3	2
2028	1	4	4	3
2029	1	3	5	4
2030	1	2	6	5
2031	1	1	7	6
2032	1	0	8	7
2033	0	0	8	8
2034	0	0	8	8

Paratransit Diesel

Year	Projected Backlog
2025	8
2026	0
2027	0
2028	0
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Asset to be replaced Paratransit Gas

Backlog Year	Replacement Year	Name	Unit Number	Status
2026	2025	Paratransit Gas	19201	Active
2026	2025	Paratransit Gas	19202	Active
2026	2025	Paratransit Gas	19203	Active
2026	2025	Paratransit Gas	19204	Pending Disposal
2026	2025	Paratransit Gas	19205	Active
2026	2025	Paratransit Gas	19206	Active
2026	2025	Paratransit Gas	19207	Active
2026	2025	Paratransit Gas	19208	Active
2026	2025	Paratransit Gas	19209	Active
2026	2025	Paratransit Gas	19210	Active
2026	2025	Paratransit Gas	19211	Active
2026	2025	Paratransit Gas	19212	Active
2026	2025	Paratransit Gas	19213	Active
2026	2025	Paratransit Gas	19214	Active
2026	2025	Paratransit Gas	19215	Active
2026	2025	Paratransit Gas	19216	Active
2026	2025	Paratransit Gas	19217	Active
2026	2025	Paratransit Gas	19218	Active
2026	2025	Paratransit Gas	19219	Active
2026	2025	Paratransit Gas	19220	Active
2026	2025	Paratransit Gas	19221	Active
2026	2025	Paratransit Gas	19222	Active
2026	2025	Paratransit Gas	19223	Active
2026	2025	Paratransit Gas	19224	Active
2026	2025	Paratransit Gas	19225	Active
2026	2025	Paratransit Gas	19226	Active
2026	2025	Paratransit Gas	19227	Active
2026	2025	Paratransit Gas	19228	Active
2026	2025	Paratransit Gas	19229	Active
2026	2025	Paratransit Gas	19230	Active
2028	2026	Paratransit Gas	20201	Active
2028	2026	Paratransit Gas	20202	Active
2028	2026	Paratransit Gas	20203	Active
2028	2026	Paratransit Gas	20204	Active
2028	2026	Paratransit Gas	20205	Active
2028	2026	Paratransit Gas	20206	Active
2028	2026	Paratransit Gas	20207	Active
2028	2026	Paratransit Gas	20208	Active
2028	2026	Paratransit Gas	20209	Active
2028	2026	Paratransit Gas	20210	Active
2028	2026	Paratransit Gas	20211	Active
2028	2026	Paratransit Gas	20212	Active
2028	2026	Paratransit Gas	20213	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2028	2026	Paratransit Gas	20214	Active
2028	2026	Paratransit Gas	20215	Active
2028	2026	Paratransit Gas	20216	Active
2028	2026	Paratransit Gas	20217	Active
2028	2026	Paratransit Gas	20218	Active
2028	2026	Paratransit Gas	20219	Active
2028	2026	Paratransit Gas	20220	Active
2028	2026	Paratransit Gas	20221	Active
2028	2026	Paratransit Gas	20222	Active
2028	2026	Paratransit Gas	20223	Active
2028	2026	Paratransit Gas	20224	Active
2028	2026	Paratransit Gas	20225	Active
2025	2027	Paratransit Gas	13206	Active
2025	2027	Paratransit Gas	13208	Active
2025	2027	Paratransit Gas	13211	Active
2025	2027	Paratransit Gas	13213	Active
2025	2027	Paratransit Gas	13215	Active
2025	2027	Paratransit Gas	15203	Active
2025	2027	Paratransit Gas	15201	Pending Disposal
2025	2027	Paratransit Gas	15202	Pending Disposal
2025	2027	Paratransit Gas	15210	Active
2025	2027	Paratransit Gas	15212	Active
2025	2027	Paratransit Gas	15209	Active
2025	2027	Paratransit Gas	15211	Active
2025	2027	Paratransit Gas	15213	Active
2025	2027	Paratransit Gas	15214	Active
2025	2028	Paratransit Gas	15226	Active
2025	2028	Paratransit Gas	15219	Active
2025	2028	Paratransit Gas	15221	Active
2025	2028	Paratransit Gas	15225	Active
2025	2028	Paratransit Gas	15224	Active
2025	2028	Paratransit Gas	15217	Active
2025	2028	Paratransit Gas	15215	Active
2025	2028	Paratransit Gas	15220	Active
2025	2028	Paratransit Gas	15223	Active
2025	2028	Paratransit Gas	15227	Active
2025	2028	Paratransit Gas	15216	Active
2025	2028	Paratransit Gas	15222	Active
2025	2028	Paratransit Gas	16201	Active
2025	2028	Paratransit Gas	16202	Active
2025	2029	Paratransit Gas	16203	Active
2025	2029	Paratransit Gas	16208	Active
2025	2029	Paratransit Gas	16216	Active
2025	2029	Paratransit Gas	16220	Active
2025	2029	Paratransit Gas	16222	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2029	Paratransit Gas	16227	Active
2025	2029	Paratransit Gas	16205	Active
2025	2029	Paratransit Gas	16207	Active
2025	2029	Paratransit Gas	16211	Active
2025	2029	Paratransit Gas	16215	Active
2025	2029	Paratransit Gas	16217	Active
2025	2029	Paratransit Gas	16219	Active
2025	2029	Paratransit Gas	16221	Active
2025	2029	Paratransit Gas	16223	Active
2025	2030	Paratransit Gas	16224	Active
2025	2030	Paratransit Gas	16225	Active
2025	2030	Paratransit Gas	16226	Active
2025	2030	Paratransit Gas	16228	Active
2025	2030	Paratransit Gas	16206	Active
2025	2030	Paratransit Gas	16209	Active
2025	2030	Paratransit Gas	16210	Active
2025	2030	Paratransit Gas	16212	Active
2025	2030	Paratransit Gas	16213	Active
2025	2030	Paratransit Gas	16214	Active
2025	2030	Paratransit Gas	16218	Active
2025	2030	Paratransit Gas	16204	Active
2025	2030	Paratransit Gas	17204	Active
2025	2030	Paratransit Gas	17208	Active
2025	2031	Paratransit Gas	17209	Active
2025	2031	Paratransit Gas	17218	Active
2025	2031	Paratransit Gas	17219	Active
2025	2031	Paratransit Gas	17220	Active
2025	2031	Paratransit Gas	17221	Active
2025	2031	Paratransit Gas	17223	Active
2025	2031	Paratransit Gas	17222	Active
2025	2031	Paratransit Gas	17213	Active
2025	2031	Paratransit Gas	17214	Active
2025	2031	Paratransit Gas	17215	Active
2025	2031	Paratransit Gas	17217	Active
2025	2031	Paratransit Gas	17202	Active
2025	2031	Paratransit Gas	17205	Active
2025	2031	Paratransit Gas	17206	Active
2025	2032	Paratransit Gas	17201	Contingency
2025	2032	Paratransit Gas	17203	Active
2025	2032	Paratransit Gas	17207	Active
2025	2032	Paratransit Gas	17210	Active
2025	2032	Paratransit Gas	17211	Active
2025	2032	Paratransit Gas	17216	Active
2025	2032	Paratransit Gas	17212	Active
2025	2032	Paratransit Gas	18201	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Asset Number	Status
2025	2032	Paratransit Gas	18202	Active
2025	2032	Paratransit Gas	18203	Active
2025	2032	Paratransit Gas	18204	Active
2025	2032	Paratransit Gas	18205	Active
2025	2032	Paratransit Gas	17256	Active
2025	2032	Paratransit Gas	18208	Active
2025	2032	Paratransit Gas	18219	Active
2025	2032	Paratransit Gas	18223	Active
2025	2033	Paratransit Gas	18226	Active
2025	2033	Paratransit Gas	18220	Active
2025	2033	Paratransit Gas	18221	Active
2025	2033	Paratransit Gas	18217	Active
2025	2033	Paratransit Gas	18210	Active
2025	2033	Paratransit Gas	18209	Active
2025	2033	Paratransit Gas	18236	Active
2025	2033	Paratransit Gas	18234	Active
2025	2033	Paratransit Gas	18233	Active
2025	2033	Paratransit Gas	18232	Active
2025	2033	Paratransit Gas	18231	Active
2025	2033	Paratransit Gas	18230	Active
2025	2033	Paratransit Gas	18218	Active
2025	2033	Paratransit Gas	18216	Active
2025	2034	Paratransit Gas	18215	Active
2025	2034	Paratransit Gas	18213	Active
2025	2034	Paratransit Gas	18212	Active
2025	2034	Paratransit Gas	18206	Active
2025	2034	Paratransit Gas	18207	Active
2026	2034	Paratransit Gas	18214	Active
2026	2034	Paratransit Gas	18222	Active
2026	2034	Paratransit Gas	18211	Active
2026	2034	Paratransit Gas	18224	Active
2026	2034	Paratransit Gas	18225	Active
2026	2034	Paratransit Gas	18235	Active
2026	2034	Paratransit Gas	18227	Active
2026	2034	Paratransit Gas	18228	Active
2028	2034	Paratransit Gas	22301	Active

Asset to be replaced Paratransit Diesel

Backlog Year	Replacement Year	Name	Asset Number	Status
2025	2025	Paratransit Diesel	9892	Active
2025	2026	Paratransit Diesel	14205	Active
2025	2027	Paratransit Diesel	14206	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Asset Number	Status
2025	2028	Paratransit Diesel	14208	Active
2025	2029	Paratransit Diesel	14209	Active
2025	2030	Paratransit Diesel	14210	Active
2025	2031	Paratransit Diesel	14211	Active
2025	2032	Paratransit Diesel	14207	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

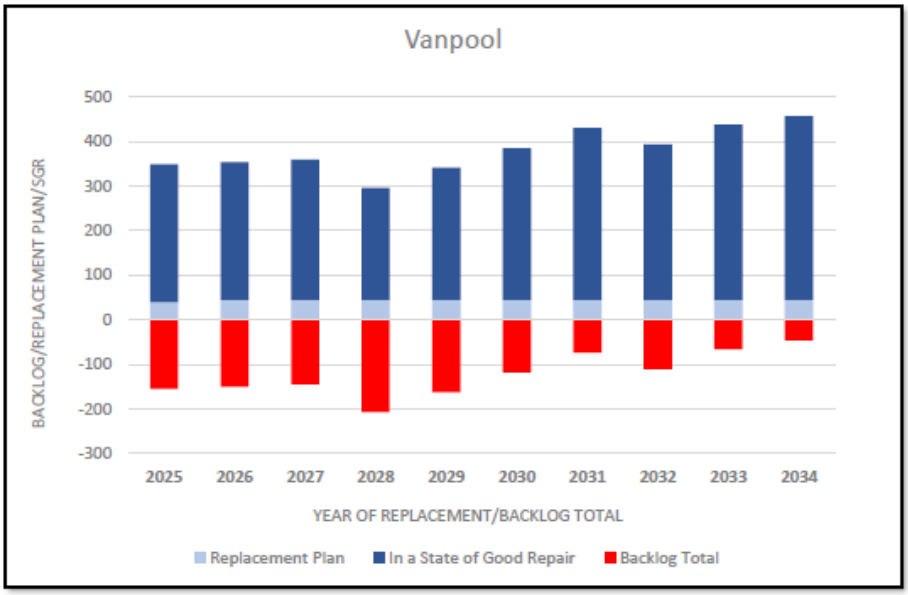
Project Code	REV232	**Vanpool**	504
Project Name	Vanpool Replacement	**Target Backlog %**	10%

Projected 10 Year Budget:

2025	$1,716,000
2026	$1,757,000
2027	$1,800,000
2028	$1,843,000
2029	$0
2030	$100,000
2031	$5,272,000
2032	$5,000,000
2033	$0
2034	$0
Total Budget	**$17,488,000**

General Project Description

This project will cover the replacement of vans for our vanpool business unit. The budget numbers for years 2025 - 2028 were derived from the 5 year capital plan budget. The budget numbers for years 2029 - 2034 came from the latest constrained model run investment dollars. To maintain a 10% backlog target at completion of the ten year plan 43 vans will need to replaced every year.



UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Assets to replace/rehab:

2025	2026	2027	2028	2029
$1,716,000	$1,757,000	$1,800,000	$1,843,000	$0
40 - Vans	45 - Vans	45 - Vans	45 - Vans	45 - Vans

2030	2031	2032	2033	2034
$100,000	$5,272,000	$5,000,000	$0	$0
45 - Vans	45 - Vans	45 - Vans	45 - Vans	45 - Vans

Anticipated Backlog Representation

Total Assets 504

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	40	156	348	308
2026	45	151	353	308
2027	45	145	359	314
2028	45	208	296	251
2029	45	163	341	296
2030	45	119	385	340
2031	45	74	430	385
2032	45	111	393	348
2033	45	66	438	393
2034	45	47	457	412

Vanpool

Year	Projected Backlog
2025	196
2026	40
2027	39
2028	108
2029	0
2030	1
2031	0
2032	82
2033	0
2034	26

Asset to be replaced

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2025	Van	07421	Active
2025	2025	Van	07424	Active
2025	2025	Van	10510	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2025	Van	09416	Active
2025	2025	Van	09433	Active
2025	2025	Van	11502	Active
2025	2025	Van	09461	Active
2025	2025	Van	11525	Active
2025	2025	Van	11531	Active
2025	2025	Van	11549	Active
2025	2025	Van	11548	Active
2025	2025	Van	11552	Active
2025	2025	Van	11554	Active
2025	2025	Van	12524	Active
2025	2025	Van	12525	Active
2025	2025	Van	12533	Active
2025	2025	Van	12546	Active
2025	2025	Van	13508	Active
2025	2025	Van	13511	Active
2025	2025	Van	13519	Active
2025	2025	Van	13521	Active
2025	2025	Van	13535	Active
2025	2025	Van	13542	Active
2025	2025	Van	14502	Active
2025	2025	Van	14504	Active
2025	2025	Van	15508	Active
2025	2025	Van	15526	Active
2025	2025	Van	15528	Active
2025	2025	Van	15544	Active
2025	2025	Van	15556	Active
2025	2025	Van	17503	Active
2025	2025	Van	17504	Active
2025	2025	Van	17506	Active
2026	2025	Van	17511	Active
2026	2025	Van	17533	Active
2026	2025	Van	17545	Active
2026	2025	Van	17540	Active
2028	2025	Van	19557	Active
2028	2025	Van	19565	Active
2028	2025	Van	19594	Active
2026	2026	Van	17546	Active
2026	2026	Van	09476	Active
2026	2026	Van	09477	Pending Disposal
2025	2026	Van	09420	Active
2025	2026	Van	10505	Active
2025	2026	Van	10506	Active
2025	2026	Van	10511	Active
2025	2026	Van	11503	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2026	Van	11506	Active
2025	2026	Van	11507	Active
2025	2026	Van	11508	Active
2025	2026	Van	11509	Active
2025	2026	Van	11510	Active
2025	2026	Van	11511	Active
2025	2026	Van	11514	Active
2025	2026	Van	11515	Active
2025	2026	Van	11522	Active
2025	2026	Van	11524	Active
2025	2026	Van	11519	Active
2025	2026	Van	11517	Active
2025	2026	Van	11526	Active
2025	2026	Van	11528	Active
2025	2026	Van	11529	Active
2025	2026	Van	11532	Active
2025	2026	Van	11534	Active
2025	2026	Van	11538	Active
2025	2026	Van	11539	Active
2025	2026	Van	11535	Active
2025	2026	Van	11536	Active
2025	2026	Van	11545	Active
2025	2026	Van	11547	Active
2025	2026	Van	11553	Active
2025	2026	Van	12547	Active
2025	2026	Van	12549	Active
2025	2026	Van	13501	Active
2025	2026	Van	13503	Active
2025	2026	Van	13504	Active
2025	2026	Van	13505	Active
2025	2026	Van	13506	Active
2025	2026	Van	13507	Active
2025	2026	Van	13520	Active
2025	2026	Van	13510	Active
2025	2026	Van	13533	Active
2025	2026	Van	13534	Active
2025	2026	Van	12515	Active
2025	2027	Van	13536	Active
2025	2027	Van	13540	Active
2025	2027	Van	13537	Active
2025	2027	Van	13538	Active
2025	2027	Van	13543	Active
2025	2027	Van	14501	Active
2025	2027	Van	14503	Active
2025	2027	Van	14505	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2027	Van	14506	Active
2025	2027	Van	14507	Active
2025	2027	Van	14508	Active
2025	2027	Van	14509	Active
2025	2027	Van	14510	Active
2025	2027	Van	14511	Active
2025	2027	Van	14513	Active
2025	2027	Van	14515	Active
2025	2027	Van	14516	Active
2025	2027	Van	14517	Active
2025	2027	Van	14518	Active
2025	2027	Van	14519	Active
2025	2027	Van	14520	Active
2025	2027	Van	15501	Active
2025	2027	Van	15502	Active
2025	2027	Van	15503	Pending Disposal
2025	2027	Van	15507	Active
2025	2027	Van	15510	Active
2025	2027	Van	15513	Active
2025	2027	Van	15514	Active
2025	2027	Van	15515	Active
2025	2027	Van	15516	Active
2025	2027	Van	15518	Active
2025	2027	Van	15519	Active
2025	2027	Van	15520	Active
2025	2027	Van	15521	Active
2025	2027	Van	15522	Active
2025	2027	Van	15523	Active
2025	2027	Van	15524	Active
2025	2027	Van	15525	Active
2025	2027	Van	15527	Active
2025	2027	Van	15530	Active
2025	2027	Van	15548	Active
2025	2027	Van	15549	Active
2025	2027	Van	15550	Active
2025	2027	Van	15551	Active
2025	2027	Van	15532	Pending Disposal
2025	2028	Van	15533	Active
2025	2028	Van	15534	Active
2025	2028	Van	15535	Active
2025	2028	Van	15538	Active
2025	2028	Van	15541	Active
2025	2028	Van	15545	Active
2025	2028	Van	15546	Active
2025	2028	Van	15547	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2028	Van	15558	Active
2025	2028	Van	15552	Active
2025	2028	Van	15553	Active
2025	2028	Van	15554	Active
2025	2028	Van	15555	Active
2025	2028	Van	15557	Active
2025	2028	Van	15560	Active
2025	2028	Van	15562	Active
2025	2028	Van	15563	Active
2025	2028	Van	15564	Active
2025	2028	Van	15565	Active
2025	2028	Van	15566	Active
2025	2028	Van	15567	Active
2025	2028	Van	15568	Active
2025	2028	Van	15569	Active
2025	2028	Van	15570	Active
2025	2028	Van	15571	Active
2025	2028	Van	15572	Active
2025	2028	Van	15573	Active
2025	2028	Van	15574	Active
2025	2028	Van	15575	Active
2025	2028	Van	15576	Active
2025	2028	Van	15577	Active
2025	2028	Van	15579	Active
2025	2028	Van	16501	Active
2025	2028	Van	16502	Active
2025	2028	Van	16503	Active
2025	2028	Van	16510	Active
2025	2028	Van	16530	Active
2025	2028	Van	16531	Active
2025	2028	Van	16534	Active
2025	2028	Van	16536	Active
2025	2028	Van	16529	Active
2025	2028	Van	16523	Active
2025	2028	Van	16532	Active
2025	2028	Van	16533	Active
2025	2028	Van	16535	Active
2025	2029	Van	16537	Active
2025	2029	Van	16538	Active
2025	2029	Van	16521	Active
2025	2029	Van	16522	Active
2025	2029	Van	16524	Active
2025	2029	Van	16525	Active
2025	2029	Van	16526	Active
2025	2029	Van	16527	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2025	2029	Van	16507	Active
2025	2029	Van	16513	Active
2025	2029	Van	16514	Active
2025	2029	Van	16515	Active
2025	2029	Van	16516	Active
2025	2029	Van	16517	Active
2025	2029	Van	16518	Active
2025	2029	Van	16519	Active
2025	2029	Van	16520	Active
2025	2029	Van	16504	Active
2025	2029	Van	16505	Active
2025	2029	Van	16506	Active
2025	2029	Van	16508	Active
2025	2029	Van	16509	Active
2025	2029	Van	16511	Active
2025	2029	Van	16512	Active
2025	2029	Van	16514	Active
2025	2029	Van	17501	Active
2025	2029	Van	17502	Active
2025	2029	Van	17505	Active
2025	2029	Van	17507	Active
2026	2029	Van	17508	Active
2026	2029	Van	17510	Active
2026	2029	Van	17512	Active
2026	2029	Van	17513	Active
2026	2029	Van	17514	Active
2026	2029	Van	17515	Active
2026	2029	Van	17516	Active
2026	2029	Van	17517	Active
2026	2029	Van	17518	Active
2026	2029	Van	17519	Active
2026	2029	Van	17520	Active
2026	2029	Van	17521	Active
2026	2029	Van	17522	Active
2026	2029	Van	17523	Active
2026	2029	Van	17524	Active
2026	2029	Van	17525	Active
2026	2030	Van	17526	Active
2026	2030	Van	17552	Active
2026	2030	Van	17544	Active
2026	2030	Van	17527	Active
2026	2030	Van	17528	Active
2026	2030	Van	17529	Active
2026	2030	Van	17530	Active
2026	2030	Van	17531	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2026	2030	Van	17532	Active
2026	2030	Van	17534	Active
2026	2030	Van	17535	Active
2026	2030	Van	17542	Active
2026	2030	Van	17543	Active
2026	2030	Van	17547	Active
2026	2030	Van	17548	Active
2026	2030	Van	17549	Pending Disposal
2026	2030	Van	17539	Active
2026	2030	Van	17541	Active
2026	2030	Van	17550	Active
2026	2030	Van	17551	Active
2027	2030	Van	18501	Active
2027	2030	Van	18502	Active
2027	2030	Van	18503	Active
2027	2030	Van	18504	Active
2027	2030	Van	18505	Active
2027	2030	Van	19501	Active
2027	2030	Van	19502	Active
2027	2030	Van	19503	Active
2027	2030	Van	19504	Active
2027	2030	Van	19505	Active
2027	2030	Van	19506	Active
2027	2030	Van	19507	Active
2027	2030	Van	19508	Active
2027	2030	Van	19509	Active
2027	2030	Van	19510	Active
2027	2030	Van	19511	Active
2027	2030	Van	19512	Active
2027	2030	Van	19513	Active
2027	2030	Van	19514	Active
2027	2030	Van	19516	Active
2027	2030	Van	19517	Active
2027	2030	Van	19518	Active
2027	2030	Van	19519	Active
2027	2030	Van	19520	Active
2027	2030	Van	19521	Active
2027	2031	Van	19522	Active
2027	2031	Van	19523	Active
2027	2031	Van	19524	Active
2027	2031	Van	19525	Active
2027	2031	Van	19526	Active
2027	2031	Van	19527	Active
2027	2031	Van	19528	Active
2027	2031	Van	19529	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2027	2031	Van	19530	Active
2027	2031	Van	19531	Active
2027	2031	Van	19532	Active
2027	2031	Van	19533	Active
2027	2031	Van	19534	Active
2027	2031	Van	19535	Active
2028	2031	Van	19536	Active
2028	2031	Van	19537	Active
2028	2031	Van	19538	Active
2028	2031	Van	19539	Active
2028	2031	Van	19540	Active
2028	2031	Van	19541	Active
2028	2031	Van	19542	Active
2028	2031	Van	19543	Active
2028	2031	Van	19544	Active
2028	2031	Van	19545	Active
2028	2031	Van	19546	Active
2028	2031	Van	19547	Active
2028	2031	Van	19548	Active
2028	2031	Van	19549	Active
2028	2031	Van	20501	Active
2028	2031	Van	20502	Active
2028	2031	Van	20503	Active
2028	2031	Van	20504	Active
2028	2031	Van	20505	Active
2028	2031	Van	20506	Active
2028	2031	Van	20507	Active
2028	2031	Van	20508	Active
2028	2031	Van	20509	Active
2028	2031	Van	20510	Active
2028	2031	Van	20511	Active
2028	2031	Van	20512	Active
2028	2031	Van	20514	Active
2028	2031	Van	20515	Active
2028	2031	Van	19552	Active
2028	2031	Van	19553	Active
2028	2031	Van	19554	Active
2028	2032	Van	19559	Active
2028	2032	Van	19561	Active
2028	2032	Van	19562	Active
2028	2032	Van	19563	Active
2028	2032	Van	19551	Active
2028	2032	Van	19564	Active
2028	2032	Van	19555	Active
2028	2032	Van	19566	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2028	2032	Van	19567	Active
2028	2032	Van	19568	Active
2028	2032	Van	19569	Active
2028	2032	Van	19570	Active
2028	2032	Van	19571	Active
2028	2032	Van	19572	Active
2028	2032	Van	19573	Active
2028	2032	Van	19574	Active
2028	2032	Van	19575	Active
2028	2032	Van	19591	Active
2028	2032	Van	19592	Active
2028	2032	Van	19595	Active
2028	2032	Van	19576	Active
2028	2032	Van	19577	Active
2028	2032	Van	19578	Active
2028	2032	Van	19579	Active
2028	2032	Van	19580	Active
2028	2032	Van	19581	Active
2028	2032	Van	19599	Active
2028	2032	Van	19598	Active
2028	2032	Van	19597	Active
2028	2032	Van	19596	Active
2028	2032	Van	19589	Active
2028	2032	Van	19587	Active
2028	2032	Van	19586	Active
2028	2032	Van	19585	Active
2028	2032	Van	19584	Active
2028	2032	Van	19582	Active
2028	2032	Van	19402	Active
2028	2032	Van	19401	Active
2028	2032	Van	19403	Active
2028	2032	Van	20516	Active
2028	2032	Van	20517	Active
2028	2032	Van	20519	Active
2028	2032	Van	20520	Active
2028	2032	Van	20521	Active
2028	2032	Van	20522	Active
2028	2033	Van	20523	Active
2028	2033	Van	20526	Active
2028	2033	Van	20524	Active
2028	2033	Van	20527	Active
2028	2033	Van	20528	Active
2028	2033	Van	20529	Active
2028	2033	Van	20531	Active
2028	2033	Van	20532	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2028	2033	Van	20530	Active
2028	2033	Van	20537	Active
2028	2033	Van	20525	Active
2028	2033	Van	20533	Active
2028	2033	Van	20534	Active
2028	2033	Van	20535	Active
2028	2033	Van	20536	Active
2028	2033	Van	20539	Active
2028	2033	Van	20540	Active
2028	2033	Van	20541	Active
2028	2033	Van	20542	Active
2028	2033	Van	20545	Active
2028	2033	Van	20538	Active
2028	2033	Van	20543	Active
2028	2033	Van	20544	Active
2028	2033	Van	20550	Active
2028	2033	Van	20549	Active
2028	2033	Van	20548	Active
2028	2033	Van	20546	Active
2030	2033	Van	20547	Active
2032	2033	Van	22501	Active
2032	2033	Van	22502	Active
2032	2033	Van	22503	Active
2032	2033	Van	22504	Active
2032	2033	Van	22505	Active
2032	2033	Van	22506	Active
2032	2033	Van	22507	Active
2032	2033	Van	22508	Active
2032	2033	Van	22509	Active
2032	2033	Van	22510	Active
2032	2033	Van	22511	Active
2032	2033	Van	22512	Active
2032	2033	Van	22513	Active
2032	2033	Van	22514	Active
2032	2033	Van	22515	Active
2032	2033	Van	22516	Active
2032	2033	Van	22517	Active
2032	2034	Van	22518	Active
2032	2034	Van	22519	Active
2032	2034	Van	22520	Active
2032	2034	Van	22521	Active
2032	2034	Van	22522	Active
2032	2034	Van	22523	Active
2032	2034	Van	22524	Active
2032	2034	Van	22525	Active

UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

Backlog Year	Replacement Year	Name	Unit Number	Status
2032	2034	Van	22526	Active
2032	2034	Van	22527	Active
2032	2034	Van	22528	Active
2032	2034	Van	22529	Active
2032	2034	Van	22530	Active
2032	2034	Van	22531	Active
2032	2034	Van	22532	Active
2032	2034	Van	22533	Active
2032	2034	Van	22534	Active
2032	2034	Van	22535	Active
2032	2034	Van	22549	Active
2032	2034	Van	22550	Active
2032	2034	Van	22551	Active
2032	2034	Van	22552	Active
2032	2034	Van	22553	Active
2032	2034	Van	22554	Active
2032	2034	Van	22560	Active
2032	2034	Van	22559	Active
2032	2034	Van	22558	Active
2032	2034	Van	22556	Active
2032	2034	Van	22555	Active
2032	2034	Van	22538	Active
2032	2034	Van	22537	Active
2032	2034	Van	22536	Active
2032	2034	Van	22539	Active
2032	2034	Van	22557	Active
2032	2034	Van	22561	Active
2032	2034	Van	22562	Active
2032	2034	Van	22563	Active
2032	2034	Van	22564	Active
2032	2034	Van	22565	Active
2032	2034	Van	22566	Active
2032	2034	Van	22567	Active
2032	2034	Van	22568	Active
2032	2034	Van	22569	Active
2032	2034	Van	22570	Active
2032	2034	Van	22540	Active

UTAH TRANSIT AUTHORITY



NON - REVENUE VEHICLE 10-YEAR REPLACEMENT PLAN

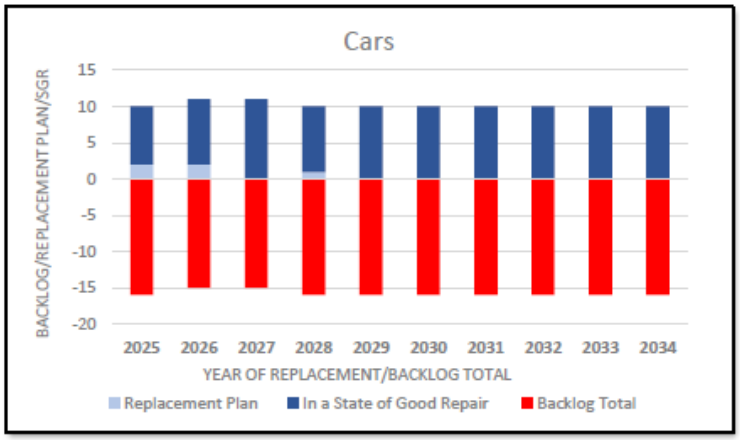
Years 2025 - 2034

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

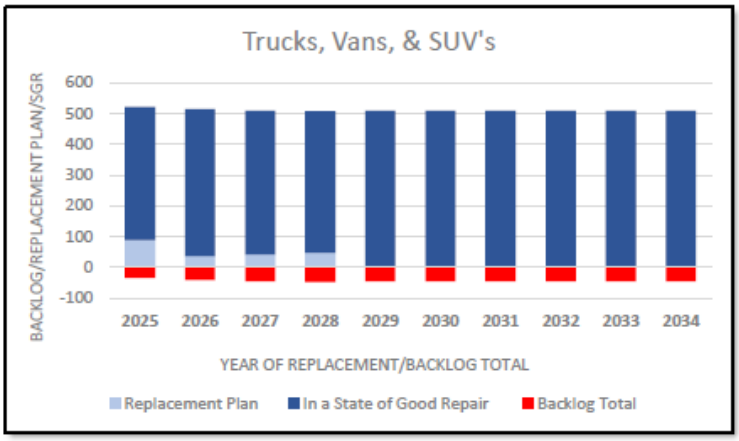
Project Code	REV205	**Non - Rev Vehicles**	**Total**
Project Name	Non - Rev Service Vehicle Replace	**Van/Car**	26
Projected 10 Year Budget:		**Trucks**	555
2025	$5,000,000.00	**Specialty**	111
2026	$3,000,000.00		
2027	$3,000,000.00	**Target Backlog**	10%
2028	$3,000,000.00		
2029	$1,900,000.00		
2030	$0.00		
2031	$3,262,975.00		
2032	$0.00		
2033	$0.00		
2034	$0.00		
Total Budget	**$19,162,975.00**		

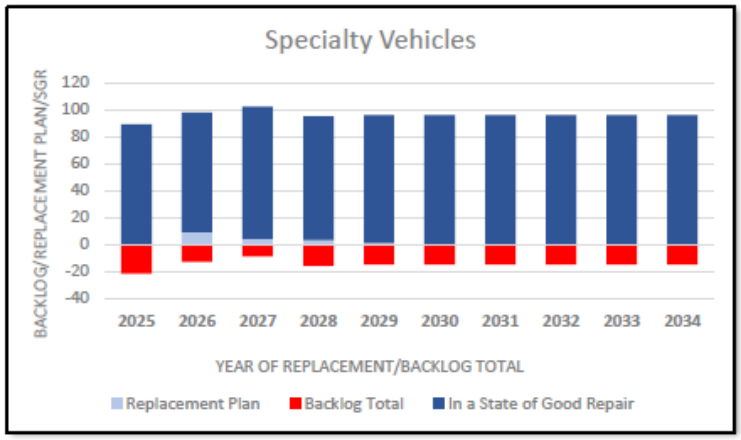
General Project Description:

This project covers the replacement of three types of non - revenue service vehicles. The first type of vehicles will include cars (sedan) type vehicles. The second types of vehicles will be trucks, vans, and SUV's. The third will be specialty vehicles.
The budget numbers for the years 2025 - 2028 were derived from the 5 Year Capital Plan budget. The budget numbers for the years 2029 - 2034 were taken from the most recent constrained model run. The Non-Rev Vehicle team has a drafted vehicle replacement plan that is currently in the first version. This version of the plan will be used to show the reduction of the backlog for the 10 - Year plan. Currently the version of the Non-Rev reduction plan only shows disposals and replacements for year 2025 - 2028. Years 2029 - 2034 will be added as the plan has revisions.



10-YEAR NON-REVENUE SERVICE VEHICLE PLAN





Assets to replace/rehab:

2025	2026	2027	2028	2029
$5,000,000.00	$3,000,000.00	$3,000,000.00	$3,000,000.00	$1,900,000.00
2 - Non-Rev Cars	2 - Non-Rev Cars	0 - Non-Rev Cars	1 - Non-Rev Cars	0 - Non-Rev Cars
89 - Non-Rev Trucks	37 - Non-Rev Trucks	43 - Non-Rev Trucks	49 - Non-Rev Trucks	2 - Non-Rev Trucks
0 - Non-Rev Specialty Vehicle	9 - Non-Rev Specialty Vehicle	4 - Non-Rev Specialty Vehicle	3 - Non-Rev Specialty Vehicle	1 - Non-Rev Specialty Vehicle

2030	2031	2032	2033	2034
$0.00	$3,262,975.00	$0.00	$0.00	$0.00
0 - Non-Rev Cars	0 - Non-Rev Cars	0 - Non-Rev Cars	0 - Non-Rev Cars	0 - Non-Rev Cars
0 - Non-Rev Trucks	0 - Non-Rev Trucks	0 - Non-Rev Trucks	0 - Non-Rev Trucks	0 - Non-Rev Trucks

2030 Cont'd	2031 Cont'd	2032 Cont'd	2033 Cont'd	2034 Cont'd
0 - Non-Rev Specialty Vehicle	0 - Non-Rev Specialty Vehicle	0 - Non-Rev Specialty Vehicle	0 - Non-Rev Specialty Vehicle	0 - Non-Rev Specialty Vehicle

Anticipated Backlog Representation Car

Total Assets 26

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	2	16	10	8
2026	2	15	11	9
2027	0	15	11	11
2028	1	16	10	9
2029	0	16	10	10
2030	0	16	10	10
2031	0	16	10	10
2032	0	16	10	10
2033	0	16	10	10
2034	0	16	10	10

Car

Year	Projected Backlog
2025	18
2026	1
2027	0
2028	2
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation Trucks, Vans, & SUV's

Total Assets 555

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	89	34	521	432
2026	37	41	514	477
2027	43	45	510	467
2028	49	47	508	459

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2029	2	45	510	508
2030	0	45	510	510
2031	0	45	510	510
2032	0	45	510	510
2033	0	45	510	510
2034	0	45	510	510

Truck

Year	Projected Backlog
2025	123
2026	44
2027	47
2028	51
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Anticipated Backlog Representation Specialty Vehicles

Total Assets	111

Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	0	22	89	89
2026	9	13	98	89
2027	4	9	102	98
2028	3	16	95	92
2029	1	15	96	95
2030	0	15	96	96
2031	0	15	96	96
2032	0	15	96	96
2033	0	15	96	96
2034	0	15	96	96

Specialty Vehicles

Year	Projected Backlog
2025	22
2026	0

2027	0
2028	10
2029	0
2030	0
2031	0
2032	0
2033	0
2034	0

Assets to Replace Car

Backlog Year	Replacement Year	Description	Unit Number	Status
2025	2025	Car	10601	Active
2025	2025	Car	08658	Active
2026	2026	Car	11638	Active
2026	2026	Car	12611	Active
2028	2028	Car	20607	Active

Assets to Replace Trucks, Vans,and SUV's

Backlog Year	Replacement Year	Description	Unit Number	Status
2025	2025	Truck	07628	Active
2025	2025	Truck	08608	Active
2025	2025	Van	08618	Active
2025	2025	Truck	08617	Active
2025	2025	Truck	07633	Active
2025	2025	Truck	08616	Active
2025	2025	Truck	08610	Active
2025	2025	Truck	08620	Active
2025	2025	Truck	08623	Active
2025	2025	Truck	08605	Active
2025	2025	Truck	08606	Active
2025	2025	Truck	08607	Active
2025	2025	SUV	08645	Active
2025	2025	SUV	08646	Active
2025	2025	SUV	08647	Active
2025	2025	SUV	08648	Active
2025	2025	Van	08640	Active
2025	2025	Van	08626	Active
2025	2025	Van	08627	Active
2025	2025	Van	08629	Active
2025	2025	Van	08630	Active
2025	2025	Van	08634	Active
2025	2025	SUV	08637	Active

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

Backlog Year	Replacement Year	Description	Unit Number	Status
2025	2025	SUV	08638	Active
2026	2025	Truck	08624	Active
2026	2025	SUV	08633	Active
2025	2025	SUV	08665	Active
2025	2025	SUV	08662	Active
2025	2025	Truck	08668	Active
2026	2025	Truck	08670	Active
2026	2025	Truck	08671	Active
2025	2025	SUV	09602	Active
2026	2025	SUV	09603	Active
2026	2025	SUV	09604	Active
2026	2025	SUV	09605	Active
2026	2025	Van	09470	Active
2026	2025	Van	09430	Active
2026	2025	Van	09441	Active
2026	2025	Van	09456	Active
2026	2025	Van	09464	Active
2026	2025	Van	09421	Active
2026	2025	Van	09422	Active
2026	2025	Van	09423	Active
2026	2025	Van	09426	Active
2026	2025	Van	09434	Active
2026	2025	Van	09467	Active
2025	2025	Truck	09609	Active
2025	2025	Truck	09610	Active
2026	2025	SUV	09613	Active
2026	2025	Truck	09614	Active
2026	2025	SUV	09616	Active
2026	2025	SUV	09615	Active
2026	2025	Van	10507	Active
2026	2025	Van	10504	Active
2026	2025	Van	09617	Active
2026	2025	Van	10513	Active
2026	2025	Van	10514	Active
2026	2025	Van	10515	Active
2026	2025	Van	10602	Active
2025	2025	Truck	10606	Active
2026	2025	Van	10503	Active
2027	2025	Van	11504	Active
2027	2025	Van	11512	Active
2027	2025	Van	11513	Active
2027	2025	Van	11523	Active
2027	2025	Van	11530	Active
2027	2025	Truck	11602	Active
2027	2025	Truck	11604	Active

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

Backlog Year	Replacement Year	Description	Unit Number	Status
2027	2025	Van	11533	Active
2027	2025	Truck	11606	Active
2027	2025	Truck	11608	Active
2027	2025	Van	11609	Active
2027	2025	Truck	11612	Active
2027	2025	Truck	11613	Active
2027	2025	Truck	11616	Active
2027	2025	Truck	11618	Active
2027	2025	Truck	11620	Active
2027	2025	Truck	11624	Active
2027	2025	Truck	11632	Active
2027	2025	Truck	11633	Active
2027	2025	Truck	11626	Active
2027	2025	Van	11546	Active
2027	2025	Van	11563	Active
2028	2025	Truck	11603	Active
2028	2025	Truck	11610	Active
2028	2025	Truck	11611	Active
2028	2025	Truck	10603	Active
2028	2025	Truck	11635	Active
2028	2025	Van	11542	Active
2025	2026	Truck	2270	Active
2025	2026	Truck	A0212	Active
2025	2026	Truck	M0004	Active
2025	2026	Truck	07624	Active
2025	2026	Truck	07627	Active
2025	2026	Truck	07625	Active
2025	2026	SUV	08632	Active
2028	2026	Van	12512	Active
2026	2026	Van	08669	Active
2027	2026	Van	11516	Active
2027	2026	Van	11562	Active
2028	2026	Truck	11636	Active
2028	2026	Van	11640	Active
2028	2026	SUV	11643	Active
2028	2026	SUV	11655	Active
2027	2026	SUV	11661	Active
2027	2026	SUV	11664	Active
2027	2026	SUV	11665	Active
2028	2026	SUV	11666	Active
2027	2026	SUV	11667	Active
2027	2026	Truck	11670	Active
2027	2026	Truck	11676	Active
2027	2026	Truck	11677	Active
2026	2026	Truck	11679	Active

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

Backlog Year	Replacement Year	Description	Unit Number	Status
2026	2026	Truck	11680	Active
2028	2026	Truck	11684	Active
2028	2026	Van	12502	Active
2028	2026	Van	12610	Active
2028	2026	Truck	12613	Active
2028	2026	Truck	12614	Active
2028	2026	SUV	12631	Active
2026	2026	Truck	12653	Active
2026	2026	Van	13604	Active
2026	2026	Truck	16609	Active
2026	2026	Van	16612	Active
2026	2026	Van	16613	Active
2026	2026	Truck	17617	Active
2026	2027	Truck	09608	Active
2027	2027	Truck	11605	Active
2027	2027	Truck	11607	Active
2027	2027	SUV	11615	Active
2027	2027	Truck	11619	Active
2028	2027	Truck	11627	Active
2028	2027	Truck	11628	Active
2027	2027	Truck	11629	Active
2028	2027	Van	11637	Active
2027	2027	Truck	11668	Active
2027	2027	Truck	11682	Active
2028	2027	Van	12503	Active
2028	2027	Van	12511	Active
2027	2027	Truck	12601	Active
2028	2027	SUV	12605	Active
2028	2027	SUV	12606	Active
2028	2027	SUV	12607	Active
2028	2027	SUV	12608	Active
2028	2027	SUV	12609	Active
2028	2027	Truck	12615	Active
2028	2027	Truck	12616	Active
2028	2027	Van	12537	Active
2028	2027	Van	12542	Active
2028	2027	SUV	12627	Active
2028	2027	SUV	12629	Active
2028	2027	SUV	12630	Active
2027	2027	Truck	12632	Active
2027	2027	Truck	12633	Active
2027	2027	Truck	12634	Active
2027	2027	Truck	12635	Active
2027	2027	Truck	12636	Active
2027	2027	Truck	12637	Active

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

Backlog Year	Replacement Year	Description	Unit Number	Status
2027	2027	Truck	12639	Active
2027	2027	Truck	12640	Active
2027	2027	Truck	12641	Active
2027	2027	Truck	12642	Active
2027	2027	Truck	12643	Active
2027	2027	Truck	12645	Active
2027	2027	Truck	12646	Active
2027	2027	Truck	12647	Active
2027	2027	Truck	12648	Active
2027	2027	Truck	12649	Active
2027	2027	Truck	12651	Active
2028	2028	Truck	12652	Active
2028	2028	Truck	12655	Active
2028	2028	Truck	12656	Active
2028	2028	Truck	12657	Active
2028	2028	Truck	12658	Active
2028	2028	Truck	12660	Active
2028	2028	Truck	12661	Active
2028	2028	Truck	12662	Active
2028	2028	Van	12663	Active
2028	2028	Van	12664	Active
2028	2028	Van	12665	Active
2028	2028	Truck	12667	Active
2028	2028	Van	13512	Active
2028	2028	Van	13513	Active
2028	2028	SUV	13601	Active
2028	2028	SUV	13602	Active
2028	2028	SUV	13603	Active
2028	2028	SUV	13606	Active
2028	2028	SUV	13607	Active
2028	2028	Van	13610	Active
2028	2028	Van	13612	Active
2028	2028	Van	13613	Active
2028	2028	Van	13614	Active
2028	2028	Van	13539	Active
2028	2028	Truck	13615	Active
2028	2028	Truck	13616	Active
2028	2028	Truck	13617	Active
2028	2028	Van	14512	Active
2028	2028	Truck	14602	Active
2028	2028	Truck	14603	Active
2028	2028	Truck	14604	Active
2028	2028	Truck	14605	Active
2028	2028	Truck	14608	Active
2028	2028	Truck	14607	Active

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

Backlog Year	Replacement Year	Description	Unit Number	Status
2028	2028	Van	15511	Active
2028	2028	Van	15529	Active
2028	2028	Truck	16606	Active
2028	2028	Truck	16607	Active
2028	2028	Van	16611	Active
2028	2028	Van	17604	Active
2028	2028	Van	17611	Active
2028	2028	Van	17612	Active
2028	2028	Van	17613	Active
2028	2028	Truck	17618	Active
2028	2028	Truck	17619	Active
2028	2028	Truck	17620	Active
2028	2028	Truck	17622	Active
2028	2028	Truck	17623	Active
2028	2028	Truck	17624	Active
2029	2029	Truck	17628	Active
2029	2029	Truck	21645	Active

Assets to Replace Specialty Vehicles

Backlog Year	Replacement Year	Description	Unit Number	Status
2025	2026	Truck	08673	Active
2026	2026	Truck	M0220	Active
2026	2026	Truck	06605	Active
2026	2026	Truck	06609	Active
2026	2026	Truck	07611	Active
2026	2026	Truck	07632	Active
2026	2026	Truck	07634	Active
2026	2026	Truck	09628	Active
2026	2026	Truck	09601	Active
2027	2027	Truck	11639	Active
2027	2027	Truck	11683	Active
2027	2027	Truck	14601	Active
2027	2027	Truck	12628	Active
2028	2028	Truck	13609	Active
2028	2028	Truck	2105	Active
2028	2028	Truck	13618	Active
2029	2029	Truck	21629	Active

Appendix J- Facility Condition Assessment Form

UTA

Date:

Campus:

Inspected By:

Facility Name:

Unit #:

ID	Category	Sub-Category	Condition 1	2	3	4	5	Percentage Sum	Overall Average Condition: Weighted Score	#DIV/0! Average Condition
	Section 1: Applies to Admin/Maintenance Buildings Only									
1	Building Substructure	Foundation, Basement, Superstructure							0.00	0.00
2		Exterior Walls/Envelope							0.00	0.00
3		Exterior Windows							0.00	0.00
4		Exterior Doors							0.00	0.00
5		Roof(Surface,Drain System)							0.00	0.00
6		Skylights							0.00	0.00
7	Building Interior	Partition Walls							0.00	0.00
8		Flooring							0.00	0.00
9		Ceilings							0.00	0.00
10		Interior Doors							0.00	0.00
11		Furnishings							0.00	0.00
12	Conveyance	Elevators & Escalators							0.00	0.00
13		Interior Stairs							0.00	0.00
14		Exterior Stairs							0.00	0.00
15	Plumbing	Drains, Fixtures, Pipes/Valves							0.00	0.00
16	HVAC	Equipment (Heating, AC, Ventilation/Air Handling, & Controls)							0.00	0.00
17		Distribution System							0.00	0.00
18	Fire Protection System	Wet/Dry Systems, Controls, & Emergency Systems							0.00	0.00
19	Electrical	Service, Panels, Wiring, & Outlets/Switches							0.00	0.00
20		Security & Data/Comm							0.00	0.00
21		Emergency Systems (Generator, UPS)							0.00	0.00
22	Building Equipment	Air Compressors, Sump Pumps, & Ejectors							0.00	0.00
23	Maintenance Bays	Maintenance Bays (general)							0.00	0.00
24		Bay Doors							0.00	0.00
25	Shop Equipment	Wastewater Treatment (Sand, Interception, Oil/Water Separations, Water Treatment)							0.00	0.00
26		Paint Booth							0.00	0.00
27		Fuel Systems/Fluid Distribution							0.00	0.00
28		Cranes							0.00	0.00
29	Vehicle Wash	Floor / Substructure							0.00	0.00
30		Drainage							0.00	0.00
31		Building Structure							0.00	0.00
32		Arch/Frame/Gantry							0.00	0.00
33		Bay doors							0.00	0.00
34		Brushes							0.00	0.00
35		Tanks							0.00	0.00
36		Pump							0.00	0.00
37		Water Lines							0.00	0.00
38		High Pressure Nozzles							0.00	0.00
39		Underfloor/Blow-down Cleaning Equipment							0.00	0.00
40		Lighting							0.00	0.00
41		Blower (Veh Interior)							0.00	0.00
42		Dryer							0.00	0.00
43		Vehicle Conveyors							0.00	0.00
44	Fueling Station	Floor/Substructure							0.00	0.00
45		Drainage							0.00	0.00

ID	Category	Sub-Category	Condition					Percentage Sum	Weighted Score	Average Condition
			1	2	3	4	5			
46		Structure/Roof							0.00	0.00
47		Arch/Frame/Gantry							0.00	0.00
48		Bay doors							0.00	0.00
49		Bollards							0.00	0.00
50		Fuel Tanks							0.00	0.00
51		Fuel Pumps, Fuel Lines							0.00	0.00
52		Lighting/Electrical							0.00	0.00
53		Safety Systems							0.00	0.00
54		Securing Systems (Including "payment")							0.00	0.00
55		Fencing							0.00	0.00
56	Site	Storm Water System							0.00	0.00
57		Pavement (Roadways/Driveways, Transit Vehicular, Passenger Vehicle Parking)							0.00	0.00
58		Landscaping & Grounds							0.00	0.00
59		Fencing							0.00	0.00
60		Lighting							0.00	0.00
61		Parking Lot Surface							0.00	0.00
62		ADA Access & Equipment							0.00	0.00
63		Sidewalks							0.00	0.00
	Section 2: Applicable to Stations, Park and Rides / Structures only									
64	Stations/Canopies	Canopy Foundation							0.00	0.00
65		Station Deck							0.00	0.00
66		Station Tactile							0.00	0.00
67		Station Benches							0.00	0.00
68		Canopy Handrails							0.00	0.00
69		Canopy Glass							0.00	0.00
70		Canopy Roof							0.00	0.00
71		High Block/ADA access							0.00	0.00
72	Conveyance	Elevators & Escalators							0.00	0.00
73		Exterior Stairs							0.00	0.00
74	Plumbing	Drains, Fixtures, Pipes/Valves							0.00	0.00
75	HVAC	Equipment (Heating, AC, Ventilation/Air Handling, & Controls)							0.00	0.00
76	Fire Protection System	Wet/Dry Systems, Controls, Emergency Systems							0.00	0.00
77	Electrical	Service, Panels, Wiring, & Outlets/Switches							0.00	0.00
78		Security & Data/Comm							0.00	0.00
79		Emergency Systems (Generator, UPS)							0.00	0.00
80	Site	Sidewalks/Bus Dropoff/Concrete							0.00	0.00
81		Snow Melt (If equipped)							0.00	0.00
82		Lighting (Platform &Parking)							0.00	0.00
83		Parking Lot Surface: Striping							0.00	0.00
84		Parking Lot Surface: Asphalt							0.00	0.00
85		Drainage/Storm Drains							0.00	0.00
86		Fencing							0.00	0.00
87		Landscaping & Grounds							0.00	0.00
88		Plumbing (Irrigation)							0.00	0.00
89		Air Compressors, Sump Pumps, & Ejectors							0.00	0.00

Appendix K- Facility Condition Assessment Matrices

Facility Condition Rating Summary Sheet for Stations and Park and Rides

Color Legend

1-2.5	Below the SGR Threshold
2.51-2.75	Attention Needed
2.76-3.50	Monitor
3.51-5.00	Good or Like New

						Stations & Canopies								Conveyance		Plumbing	HVAC	Fire Protection System	Electrical		Site									Misc.		
						Canopy Foundation	Station Deck	Station Facade	Station Fenestration	Canopy Handrails	Canopy Glass	Canopy Roof	High Block/ADA Access	Elevators & Escalators	Shelter Stairs	Drains, Fixtures, Pipes/Valves	Equipment (Heating, AC, Ventilation (Air Handling & Controls)	Wet/Dry Systems, Controls & Emergency Systems	Service, Panels, Wiring & Outlets/Switches	Security & Data/Comm	Emergency Systems (Generator, UPS)	Sidewalks/Bus/Ensworth/Concrete	Snow Melt (If equipped)	Lighting (Platform & Parking)	Parking lot Surface: Striping	Parking lot Surface: Asphalt	Drainage/Storm Drains	Fencing	Landscaping & Grounds	Plumbing (irrigation)	Air Compressors, Sump Pumps & Ejectors	Stairs (Exterior & Interior	Stairs (Exterior & Interior	
Inspector	Date of Inspection	Facility Type	Unit #	Asset #	Location:	64 (1/17)	65 (8)	66 (N)	67 (11)	68 (N)	69 (1/6/7)	70 (3/9)	71 (11/42)	72 (12/36)	73 (14)	74 (15)	75 (16/17)	76 (18)	77 (19/43)	78 (20)	79 (21)	80 (44/58)	81 (41)	82 (32/33)	83 (N)	84 (30/34)	85 (29/40)	86 (32)	87 (31)	88 (39)	89 (22)	Column1	Column2	Total Condition Score
	4/20/2021		1000200	24235	Pleasant View Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00			4.00	4.00		3.75		4.00	3.75	3.75	4.00	4.00	4.00	4.00				3.99
	4/20/2021		1000209	41896	Pleasant View Station P&R	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00			4.00	4.00		3.75		4.00	3.75	3.75	4.00	4.00	4.00	4.00				3.75
clmecham	9/22/2022		1000300	24278	Ogden Intermodal Station	2.85	2.85	2.85	2.85	2.85	2.85	2.85				2.85			2.85	2.85		2.85		2.85				2.80	2.80	2.80				2.81
clmecham	9/22/2022		1000310	7654	Ogden Intermodal Station p&R														2.80			2.80		2.80	2.80	2.80	2.85	2.85	2.70	2.80				2.80
clmecham	9/28/2022		1000400	24279	Roy Station	3.00	2.85	2.85	2.85	2.85	2.80	2.85			2.80	2.85			2.85	2.85		2.85		2.85				2.85	2.80	2.85				2.80
clmecham	9/28/2022		1000409	41897	Roy Station P&R											2.70			2.75					2.85	2.75	3.00	2.85	2.85	2.80	2.80			2.80	2.82
clmecham	9/28/2022		1000500	24280	Clearfield Station	2.65	2.80	2.80	2.85	2.80	2.85	2.85				2.85			2.80	2.80		2.80		2.85	2.80			2.85	2.80	2.80				2.76
clmecham	9/28/2022		1000509	41910	Clearfield Station P&R																	2.80		2.00	2.00	2.00	2.00						2.16
clmecham	9/28/2022		1000600	24281	Layton Station	2.85	2.85	2.85	2.80	2.85	2.85	2.85				2.80			2.80	2.80		2.85		2.80	2.85			2.80	2.85	2.85				2.83
clmecham	9/28/2022		1000609	29153	Layton Station P&R											2.80			2.85	2.80		2.85		2.85	2.75	3.00	2.85	2.85	2.85	2.80				2.84
clmecham	9/28/2022		1000700	24282	Farmington Station	2.85	2.85	2.80	2.80	2.80	2.85	2.80		2.70	2.60	2.80	2.80	2.80	2.80	2.80		2.80		2.85	2.70	2.70	2.85	2.85	2.80			2.70	2.60	2.75
clmecham	9/28/2022		1000717	41908	Farmington Station P&R									2.70	2.60	2.80	2.80	2.85	2.80	2.80		2.85			2.85	2.60	2.85	2.85	2.85	2.85			2.60	2.77
clmecham	9/28/2022		1000800	24283	Woods Cross Station	2.85	2.80	2.80	2.85	2.85	2.80	2.85	3.00			2.80			2.80	2.85		2.80		2.85	3.00	3.00	2.80	2.80	2.80	2.80				2.81
clmecham	9/28/2022		1000809	41911	Woods Cross Station P&R								3.00			2.85			2.85	2.85		2.85		2.85	2.90	3.00	2.90	2.90	2.85	2.85				2.89
clmecham	7/22/2022		1000950	27218	North Temple Station	3.00	3.00	3.00	3.00	3.00	3.00	3.00		2.60	2.60	2.70	2.60	2.70	2.80	2.80		2.80		2.70				2.80						2.73
clmecham	7/22/2022	Commuter Rail Stations	1000900	24284	Salt Lake Central Station (FrontRunner)	2.90	2.80	2.90	2.70	2.80		2.90				2.80			2.80	2.80		2.90		2.90	2.85	2.70	2.90	2.80	2.70	2.70				2.71
clmecham	9/29/2022		700002	29046	Salt Lake Central P&R										2.80				2.85			2.80		2.85	2.80	2.80	2.85	2.80	2.85	2.85				2.83
JJohnson	10/6/2022		1001000	27079	Murray Central Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00	4.00			4.00	4.00		4.00	3.00	4.00										4.00	3.93
JJohnson	10/6/2022		1001003	27511	Murray Central Station P&R														3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/11/2022		1001100	27080	South Jordan Gateway Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00	4.00	4.00		4.00	4.00		4.00	3.00	4.00				4.00						4.00	3.94
JJohnson	10/11/2022		1001200	27078	Draper Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00	3.00	4.00	3.00			4.00						3.86
JJohnson	10/11/2022		1001300	27118	Lehi Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00	4.00			4.00	4.00		4.00	4.00	4.00				4.00						4.00	4.00
JJohnson	10/11/2022		1001322	27509	Lehi Station P&R	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00	4.00	4.00		4.00	4.00		4.00		4.00	3.00	3.00	3.00	3.00	3.00	3.00				4.00	3.71
JJohnson	10/11/2022		1001400	27115	American Fork Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00				4.00			4.00	4.00		4.00	3.00	4.00				4.00						3.93
JJohnson	10/11/2022		1001418	27508	American Fork Station P&R				4.00						4.00				4.00	4.00		4.00		4.00		4.00		4.00	3.00	4.00				3.91
	New 2022		1001500	31779	Vineyard Station	5.00	5.00	5.00	5.00	5.00	5.00	5.00				5.00			5.00	5.00		5.00	5.00	5.00				5.00	5.00						5.00
	New 2023		1001503	32152	Vineyard Station P&R														5.00	5.00		5.00		5.00	5.00	5.00	5.00	5.00	5.00	5.00				5.00
JJohnson	10/10/2022		1001600	27109	Orem Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00				4.00			4.00	4.00			3.00	4.00	3.00	4.00	4.00	4.00	4.00					3.88
JJohnson	10/10/2022		1001613	41912	Orem Station P&R											4.00	4.00		4.00	4.00		4.00		4.00	4.00	4.00	4.00	4.00	4.00	3.00		4.00		3.92
JJohnson	10/10/2022		1001700	27116	Provo Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00				4.00			4.00	4.00		4.00	3.00	4.00				4.00	4.00						3.93
JJohnson	10/10/2022		1001715	41913	Provo Station P&R				3.00	4.00	4.00	4.00				3.00	4.00	4.00	4.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.35
clmecham	8/1/2022		631000	21098	Arena Station	3.00	2.80	3.00	3.00	2.60	3.00	3.00	2.80			2.70	2.80			2.70		2.80		2.70			2.80	2.70	2.60	2.70	2.79				2.79
clmecham	8/1/2022		632000	21099	Temple Square Station	3.00	2.80	3.00	2.80	2.60	3.00	3.00	2.70			2.80			2.60	2.80				2.80				2.80	2.80	2.80					2.82
clmecham	8/1/2022	Blue Line Intermodal Hub Light Rail Stations	633000	21100	City Center Station	3.00	2.80	3.00	2.80	2.60	3.00	2.80	2.70			2.80			2.60	2.80				2.80				2.80	2.70	2.80					2.80
clmecham	8/1/2022		634000	21101	Gallivan Center Station	3.00	2.70	3.00	2.80	2.60	3.00	2.80	2.60			2.70			2.60	2.80				2.80				2.80	2.80	2.79					2.79
clmecham	8/1/2022		660000	23792	Planetarium Station	3.00	2.90	2.85	2.90	2.75	3.00	2.90	2.80			2.80			3.00	3.00		3.00	2.80	2.90			2.90		2.80	2.80	2.89				2.89
clmecham	8/1/2022		661000	23793	Old Greek Town Station	3.00	2.95	2.80	2.90	2.60	3.00	2.90	2.85			2.80			2.90	2.90			2.80	2.90				2.80	2.80	2.80	2.86				2.86
clmecham	7/22/2022		662000	23794	Salt Lake Central Trax Station	3.00	2.90	2.95	2.90	2.70	2.90	2.80	2.80			2.80			2.80	2.80		2.90		2.90	2.80	2.80	3.00		2.70	2.70					2.84
clmecham	8/1/2022		635000	21102	Courthouse Station	3.00	2.60	3.00	2.80	2.60	3.00	2.80	2.60			2.80			2.60	2.80				2.80				2.80	2.80	2.79					2.79
	New 2022		635500	31959	600 S Station	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00			5.00			5.00	5.00		5.00	5.00	5.00				5.00	5.00						5.00
rowilson	11/3/2022		636000	14412	Ball Park Station	3.00	3.00	3.00	3.00	2.50	3.00	3.50	3.00			3.00			3.00			3.00		3.00				3.00							3.00
rowilson	11/3/2022		636003	7853	Ball Park Station P&R											3.00						3.00		3.50	2.75	2.75	3.00	3.75	3.00	3.00				3.08
rowilson	11/3/2022		640000	14413	Central Pointe Station	3.00	3.00	3.00	3.00	4.00	3.00	3.00	4.00			2.75			3.00					3.00											3.16
rowilson	11/3/2022		640005	7854	Central Pointe Station P&R														3.00			3.00		3.00	2.75	3.00	3.00	3.00	3.00	3.00				2.97
JJohnson	10/4/2022		641000	14414	Mill Creek Station		3.00	4.00	3.00	3.00	3.00		3.00			3.00			3.00	3.00		3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00				3.06
JJohnson	10/4/2022		641007	14403	Mill Creek Station P&R														3.00			3.00		4.00	4.00	4.00	3.00	3.00	3.00	3.00				3.33
JJohnson	10/6/2022		642000	14415	Meadowbrook Station	3.00	3.00	4.00	3.00	3.00	4.00	3.00	3.00						3.00	3.00		3.00	3.00	3.00						3.00				3.14
JJohnson	10/5/2022		642007	14404	Meadowbrook Station P&R											3.00			3.00	3.00		3.00		3.00	3.00	4.00	3.00	3.00	3.00	3.00				3.09
JJohnson	10/6/2022		643000	14416	Murray North Station		3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00		3.00	3.00	3.00			3.00	3.00						3.07
JJohnson	10/6/2022		643005	14405	Murray North Station P&R											3.00			3.00			3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		644000	14417	Murray Central Station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00		3.00	3.00	3.00			3.00							3.07
JJohnson	10/6/2022		644006	7856	Murray Central Station P&R											3.00			3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		645006	14407	Fashion Place Station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00		3.00	3.00	3.00			3.00							3.07
JJohnson	10/6/2022		645008	9622	Midjordan Fashion Place station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00		3.00	3.00	3.00			3.00							3.07
JJohnson	10/8/2022	Blue Line North/South	645009	14154	Fashion Place Station P&R- Overflow											3.00			3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00

Facility Condition Rating Summary Sheet for Stations and Park and Rides

Color Legend

1-2.5	Below the SGR Threshold
2.51-2.75	Attention Needed
2.76-3.50	Monitor
3.51-5.00	Good or Like New

						Stations & Canopies								Conveyance		Plumbing	HVAC	Fire Protection System	Electrical			Site										Misc.		
						Canopy Foundation	Station Deck	Station Facade	Station Benches	Canopy Handrails	Canopy Glass	Canopy Roof	High Block/ADA Access	Elevators & Escalators	Shelter Stairs	Drains, Fixtures, Pipes/Valves	Equipment (Heating, AC, Ventilation/Air Handling & Controls)	Fire/Life Systems, Controls & Emergency Systems	Service, Panels, Wiring & Outlets/Switches	Security & Data/Comm	Emergency Systems (Generator, UPS)	Sidewalks/Bus/Streetcar/Concrete	Snow Melt (If equipped)	Lighting (Platform & Parking)	Parking Lot Surface: Striping	Parking Lot Surface: Asphalt	Drainage/Storm Drains	Fencing	Landscaping & Grounds	Plumbing (Irrigation)	Air Compressors, Sump Pumps & Ejectors	Column1	Column2	Total Condition Score
Inspector	Date of Inspection	Facility Type	Unit #	Asset #	Location:	64 (1/17)	65 (8)	66 (N)	67 (11)	68 (N)	69 (3/6/7)	70 (5/9)	71 (11/42)	72 (12/36)	73 (14)	74 (15)	75 (16/17)	76 (18)	77 (19/43)	78 (20)	79 (21)	80 (44/58)	81 (41)	82 (38/53)	83 (N)	84 (30/34)	85 (29/40)	86 (32)	87 (31)	88 (39)	89 (22)			
JJohnson	10/9/2022	Northern Salt Lake Light Rail Stations	645000	14418	Fashion Place Station P&R- East											3.00			3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		645011	9640	Fashion Place Station P&R- West											3.00			3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		646000	14419	Midvale Fort Union Station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00			3.00	3.00			3.00	3.00							3.07
JJohnson	10/6/2022		646005	7857	Midvale Fort Union Station P&R											3.00			3.00			3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00					3.00
JJohnson	10/6/2022		647000	14420	Midvale Center Station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00			3.00				3.00								3.07
JJohnson	10/6/2022		647005	7858	Midvale Center Station P&R											3.00			3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		648000	14421	Historic Sandy Station	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00			3.00				3.00	3.00		3.00					3.00
JJohnson	10/6/2022		648004	14410	Historic Sandy Station P&R											3.00			3.00	3.00		3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/6/2022		649000	14422	Sandy Civic Station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00		3.00	3.00	3.00				3.00							3.07
JJohnson	10/6/2022		649008	7859	Sandy Civic Station P&R														4.00			4.00		4.00	4.00	4.00	4.00	4.00	3.00	3.00				3.78
	6/8/2021		649200	27321	Crescent View Station	4.30	3.70	3.80	4.00	2.70	3.60	4.00	4.00	5.00	5.00	3.80	4.00	4.00	4.70	4.00	5.00	3.60	3.70	5.00	3.80	3.60	4.00	3.50	3.20	3.50	4.00				4.00
	6/8/2021		649208	27873	Crescent View Station P&R	4.30	3.70	3.80	4.00	2.70	3.60	4.00	4.00	5.00	5.00	3.80	4.00	4.00	4.70	4.00	5.00	3.60	3.70	5.00	3.80	3.60	4.00	3.50	3.20	3.50	4.00				3.61
JJohnson	10/6/2022		649300	27322	Kimballs Lane Station	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00			3.00	3.00				3.00				3.00							3.00
JJohnson	10/6/2022		649308	27872	Kimballs Lane Station P&R											3.00			3.00	3.00		3.00		3.00	4.00	3.00	3.00	4.00	3.00	3.00				3.18
JJohnson	10/6/2022		649400	27323	Draper Town Center Station	3.00	3.00	4.00	4.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00			3.00	4.00				3.00							3.21
JJohnson	10/6/2022		649410	27871	Draper Town Center Station P&R										3.00	3.00			3.00	3.00		3.00		4.00	3.00	3.00	3.00	3.00	3.00	3.00			3.00		3.08
rowilson	5/23/2022		658000	22428	900 South Station	3.50	3.00	3.25	3.00	3.00	3.50	3.75	3.50			3.00			3.00	3.00				3.00											3.21
JJohnson	10/6/2022		659000	22425	Sandy Expo Station	3.00	3.00	4.00	3.00	3.00	3.00	3.00	3.00			3.00			3.00	3.00		3.00	3.00	3.00				3.00	3.00	3.00					3.06
clmecham	7/22/2022		631100	27219	North Temple Guadalupe Bridge Station	3.00	2.80	2.80		2.90	3.10	3.00				3.00			3.00	3.00		3.00	2.80	2.80					2.80							2.92
clmecham	7/27/2022		631200	27220	Jackson Euclid Station	3.50	3.50	3.00	3.00		3.00	3.00				3.00			3.00	3.00		3.00	2.80	2.80						3.00	3.00	3.04				3.04
clmecham	7/27/2022	Green Line Airport Light Rail Stations	631300	27222	Fair Park Station	3.00	3.00	3.00	3.00		3.00	3.00				3.00			3.00	3.00		3.00	2.80	2.80				3.00		2.90	2.90	2.96				2.96
clmecham	7/27/2022		631400	27228	Power Station	3.00	3.00	3.00	3.00		3.00	3.00				3.00			3.00	3.00		3.00	2.80	2.80				3.00		2.80	2.80	2.95				2.95
clmecham	7/27/2022		631500	27223	1940 West Station	3.00	3.00	3.00	3.00		3.00	3.00				3.00			3.00	3.00		3.00	2.80	2.80				3.00		3.00	3.00	2.97				2.97
	New 2022		631602	43952	Airport Trax Station																													4.00
rowilson	5/16/2022		640100	26304	River Trail Station	4.00	4.00	3.50	3.50	4.00	3.25	4.00				3.50			4.00				3.00	3.50											3.66
rowilson	5/16/2022	Green Line West Valley Light Rail Stations	640200	26305	Redwood Junction Station	4.00	3.50	3.00	3.50	4.00	3.00	4.00				4.00			4.00		3.00				4.00		3.00	4.00	3.50	3.00					3.57
rowilson	5/16/2022		640300	26306	Decker Lake Station	4.00		3.75	3.75	4.00	4.00	4.00				4.00			4.00				3.00	3.50											3.80
rowilson	5/16/2022		640302	26971	Decker Lake Station P&R																3.00				2.25	2.50		3.00	3.00	3.00					2.79
	3/19/2021		640400	26307	West Valley Central Station	3.75	3.75		3.75		3.75	3.63				3.50	3.75		3.75	3.75		3.40		3.75		3.25	4.00	3.25	3.75					3.68
JJohnson	10/7/2022		645100	26321	Bingham Junction Station	4.00	4.00	3.00	3.00	4.00	4.00	4.00				4.00			4.00	4.00			3.00	3.00						4.00						3.69
JJohnson	10/7/2022		645105	28263	Bingham Junction Station P&R											4.00			4.00	4.00		4.00		3.00	3.00	4.00	4.00	4.00	4.00	4.00				3.82
JJohnson	10/7/2022		645200	26319	Historic Gardner Station	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00			4.00			4.00	4.00		4.00	3.00	4.00				4.00	4.00							3.94
JJohnson	10/7/2022		645204	9641	Historic Gardner Station P&R											4.00			4.00	4.00		4.00		3.00	3.00	3.00	4.00	4.00	4.00	4.00				3.73
JJohnson	10/7/2022		645300	26317	West Jordan City Center Station	4.00	4.00	3.00	4.00	4.00	4.00	4.00	4.00			4.00			4.00	4.00				3.00				4.00	4.00							3.86
JJohnson	10/7/2022		654304	9441	West Jordan City Center Station P&R											4.00			4.00	4.00		4.00		4.00	3.00	3.00	3.00	4.00	4.00	4.00				3.73
JJohnson	10/7/2022		645400	26314	Sugar Factory Station	4.00	4.00	3.00	4.00	4.00	4.00	4.00				4.00			3.00	4.00			3.00	3.00					4.00		4.00					3.71
JJohnson	10/7/2022	Red Line Mid-Jordan Light Rail Stations	645406	9643	Sugar Factory P&R											4.00			4.00	4.00		4.00		4.00	4.00	3.00	4.00	4.00	4.00	4.00				3.91
JJohnson	10/7/2022		645500	26316	Jordan Valley Station	4.00	4.00	3.00	3.00	3.00	4.00	3.00	3.00			3.00			3.00	3.00	3.00	3.00	3.00	3.00				3.00	3.00							3.18
JJohnson	10/7/2022		645600	26312	4800 West Station	4.00	4.00	3.00	4.00	3.00	4.00	4.00	4.00			4.00			4.00	4.00		4.00	3.00	3.00	3.00				3.00		4.00					3.65
JJohnson	10/7/2022		645604	9436	4800 West Station P&R											3.00			3.00	3.00		3.00		3.00	4.00	4.00	3.00	3.00	3.00	3.00				3.18
JJohnson	10/7/2022		645700	26310	5600 West Station	4.00	4.00	3.00	4.00	4.00	4.00	4.00	4.00			4.00			4.00	4.00		4.00	3.00	3.00					4.00							3.80
JJohnson	10/7/2022		645704	9437	5600 West Station P&R											4.00			3.00	4.00		4.00		4.00	4.00	4.00	4.00	4.00	4.00	4.00				3.91
JJohnson	10/7/2022		645800	26309	South Jordan Parkway Station	3.00	4.00	3.00	3.00	4.00	4.00	4.00	4.00			4.00			4.00	4.00		4.00	4.00	3.00							4.00					3.73
JJohnson	10/7/2022		645803	9438	South Jordan Parkway Station P&R											4.00			4.00	4.00		4.00		4.00	4.00	4.00	4.00		4.00	4.00				4.00
JJohnson	10/7/2022		645900	26308	Daybreak Station	4.00	4.00	3.00	3.00	3.00	4.00	4.00	4.00			4.00			4.00	4.00		4.00	3.00	3.00					3.00	4.00						3.63
JJohnson	10/7/2022		645903	9439	Daybreak Station P&R											4.00			4.00	4.00		4.00		4.00	4.00	4.00	4.00		4.00	4.00				4.00
clmecham	8/26/2022		651000	21103	Library Station	2.80	3.00	3.00	3.00	2.60	2.80	2.80	2.50			2.70			2.40	2.70				2.70				2.80		2.70	2.70					2.75
clmecham	8/26/2022		652000	21104	Trolley Station	3.00	3.00	3.00	2.90	2.60	2.70	2.70	2.40			2.70			2.40	2.80				2.80				2.80		2.70	2.70					2.75
clmecham	8/26/2022	Red Line	653000	21105	900 East Station	3.00	3.00	3.00	3.00	2.50	2.80	2.80	2.50			2.70			2.40	2.70				2.70				2.80		2.70	2.70					2.75
clmecham	8/26/2022	University Light Rail Stations	654000	21106	Stadium Station	3.00	2.80	3.00	3.00	2.60	2.80	2.80	2.40		3.00	2.80			2.40	2.80				2.80				2.80	2.70						3.00	2.79
clmecham	8/26/2022		655000	21107	Medical Center Station	2.80	2.50	2.80	2.70	2.50	2.80	2.70	2.40		2.70	2.70			2.50	2.70				2.70				2.80	2.60	2.50	2.70					2.70	2.66
clmecham	8/26/2022		656000	21108	Ft. Douglas Station	2.70	2.70	3.00	2.80	2.60	2.80	2.80	2.50			2.80			2.60	2.80				2.80				2.80		2.60	2.60					2.73
clmecham	8/26/2022		657000	21109	South Campus Station	3.00	2.70	3.00	2.80	2.60	2.80	2.70	2.50			2.80			2.50	2.80				2.80				2.80	2.80	2.70	2.70					2.75
rowilson	5/23/2022		640600	28190	Central Pointe Station	3.50	3.50	4.00	3.00	3.00	4.00	3.00							3.00	3.00		3.00	3.00	3.00					4.00							3.31
rowilson	6/2/2022		640626	28189	South Salt Lake Station	5.00	4.50	4.50	5.00	5.00	5.00	4.50							4.00	4.00			4.00	4.00												4.50
rowilson	6/2/2022		640651	28188	300 East North Station	5.00	5.00	5.00	5.00	5.00	5.00	5.00							4.50	4.00		4.00	4.00	4.00												4.63

Facility Condition Rating Summary Sheet for Stations and Park and Rides

Color Legend	
1-2.5	Below the SGR Threshold
2.51-2.75	Attention Needed
2.76-3.50	Monitor
3.51-5.00	Good or Like New

						Stations & Canopies								Conveyance		Plumbing	HVAC	Fire Protection System	Electrical			Site										Misc.		
						Canopy Foundation	Station Deck	Station Facade	Station Amenities	Canopy Handrails	Canopy Glass	Canopy Roof	High Block/ADA Access	Elevators & Escalators	Shelter Stairs	Drains, Fixtures, Piping/Valves	Equipment (Heating, AC, Ventilation, Air, Humidifying & Controls)	Wet/Dry Systems, Controls & Emergency Systems	Service, Panels, Wiring & Outlets/Switches	Security & Data/Comm	Emergency Systems (Generator, UPS)	Sidewalks/Bus/Carpool/ADA access	Snow Melt (if required)	Lighting (Platform & Parking)	Parking Lot Surface: Striping	Parking Lot Surface: Asphalt	Drainage/Storm Drains	Fencing	Landscaping & Grounds	Plumbing (Irrigation)	Air Compressors, Sump Pumps & Ejectors	Doors (Exterior & Interior	Stairs (Exterior & Interior	
Inspector	Date of Inspection	Facility Type	Unit #	Asset #	Location:	64 (1/17)	65 (6)	66 (N)	67 (11)	68 (N)	69 (1/6/17)	70 (5/4)	71 (11/42)	72 (12/36)	73 (14)	74 (11)	75 (16/17)	76 (16)	77 (14/44)	78 (20)	79 (21)	80 (40/44)	81 (41)	82 (33/53)	83 (N)	84 (30/54)	85 (20/40)	86 (12)	87 (31)	88 (39)	89 (22)	Column1	Column2	Total Condition Score
	6/8/2021	S-Line Light Rail Stations	640652	37587	300 East South Station	5.00	5.00	5.00	5.00	5.00	5.00	5.00				5.00			5.00	5.00	5.00	5.00		5.00					4.50					4.96
rowilson	6/2/2022		640676	28187	500 East	4.00	4.50	4.50	5.00	5.00	5.00	5.00							4.00	4.00		4.00	4.00	4.00					4.00					4.38
rowilson	6/2/2022		640701	28186	700 East	5.00	5.00	5.00	4.50	5.00	5.00	5.00							4.00	4.00		4.00	4.00	4.00										4.54
rowilson	6/2/2022		640726	28185	Sugarmont	5.00	4.50	5.00	5.00	5.00	5.00	5.00							4.00	4.00		4.00	3.50	4.00					4.00					4.46
rowilson	6/2/2022		640731	28184	Fairmont	5.00	5.00	5.00	5.00	5.00	5.00	5.00							4.00	4.00		4.50	4.00	4.00										4.63
JJohnson	10/13/2022		642100	24570	Wasatch Blvd.	3.00	3.00		3.00	3.00	3.00	3.00				3.00	3.00		3.00			3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/11/2022		650000	14152	9400 S & 2000 E	3.00	3.00		3.00	3.00	3.00	3.00				3.00			3.00			3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00				3.00
JJohnson	10/11/2022	Park & Rides	650100	24893	Big Cottonwood	3.00	3.00		3.00	3.00	3.00	3.00	3.00						3.00			3.00		3.00	3.00	3.00	3.00							3.00
JJohnson	10/11/2022		646100	24892	Little Cottonwood	3.00	3.00		3.00		3.00	3.00							3.00			3.00		3.00	3.00	3.00	3.00	3.00						3.00
	4/20/2021		370000	5021	Riverdale	4.00	3.50		4.00		4.00	4.00				4.00			4.00	4.00		3.75		4.00	3.75	3.75	4.00		4.00	4.00				3.92
JJohnson	10/11/2022		1001215	27506	Draper Parking Garage	4.00	4.00	4.00		4.00		4.00			4.00	4.00	3.00	4.00	4.00	4.00		4.00	3.00	4.00	3.00	4.00	4.00	4.00	4.00	4.00		4.00	4.00	3.86
JJohnson	10/7/2022	Parking Garages	645549	31000	Jordan Valley Parking Garage #1									3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00		4.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.05
JJohnson	10/7/2022		645519	30999	Jordan Valley Parking Garage #2									3.00	3.00	3.00	3.00	3.00	4.00	3.00		4.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.11
JJohnson	12/8/2023		750140	36587	300 N. University Ave.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							3.00	3.00															3.78
JJohnson	12/8/2023		750160	36584	400 S. 392 S. University Ave.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00															4.00
JJohnson	12/8/2023		750050	36596	2230 N. University Pkwy.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		3.00	3.00	3.00											3.75
JJohnson	12/8/2023		750130	36588	Academy Square 392 N. University Ave.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00															4.00
JJohnson	12/8/2023		750080	36593	BYU North Campus N, 715 E. University Pkwy.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		3.00		3.00											3.82
JJohnson	12/8/2023		750090	36592	BYU North Campus S, 716 E. University Pkwy.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		3.00		3.00											3.82
JJohnson	12/8/2023		750100	36591	BYU South Campus N, 735 E. 900 N.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	12/8/2023		750110	36590	BYU South Campus S, 736 E. 900 N.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	12/8/2023		750060	36595	BYU Stadium N, 371 E. University Pkwy.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00	4.00	4.00											4.00
JJohnson	12/8/2023		750070	36594	BYU Stadium S, 372 E. University Pkwy.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	12/8/2023	BRT UVX	750150	36586	Center Street, 12 S. University Ave	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	12/8/2023		750180	36582	East Bay North, 172 East Bat Blvd.	4.00	4.00	4.00	4.00		4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	6/16/2023		750190	36585	East Bay South (Novell) 202 E. 1860 S.	4.00	4.00	4.00	4.00		4.00	4.00							4.00	4.00		4.00		3.00											3.90
JJohnson	12/8/2023		750120	36589	Joaquin 700 N. 424 E. 700 North	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00	4.00	4.00											4.00
JJohnson	12/8/2023		750020	36599	Lakeview, 390 W. University Pkwy.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	8/3/2023		750030	36598	Main Street, 10 E. University Pkwy.		3.00	3.00	3.00	3.00	3.00	3.00							3.00	3.00		3.00	3.00	3.00											3.00
JJohnson	7/25/2023		750210	36610	Provo Central Station, 690 S. University Ave.	3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00	3.00	3.00	3.00	3.00	3.00	3.00		3.00		3.00	2.75	2.50	2.75	3.00	3.00	3.00				2.95
JJohnson	7/25/2023		750170	36583	Towne Center Blvd. 1272 S. Towne Center Blvd.		3.00	3.00	3.00	3.00	3.00	3.00							3.00	3.00				3.00											3.00
JJohnson	8/3/2023		750040	36597	University Place, 750 E. University Pkwy.	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00	3.00		3.00	3.00	3.00											3.00
JJohnson	6/16/2023		750000	36601	UVU North, 720 W. College Dr.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	6/16/2023		750010	36600	UVU South, 701 W. 1200 S.	4.00	4.00	4.00	4.00	4.00	4.00	4.00							4.00	4.00		4.00		4.00											4.00
JJohnson	12/7/2023		641260	57066	3030 W / 3500 S (SB) Max Station	4.00	4.00	4.00	4.00		4.00	4.00							4.00			4.00		4.00				4.00							4.00
JJohnson	12/7/2023		641270	57065	3030 W / 3500 S (NB) Max Station	4.00	4.00		4.00		4.00	4.00							4.00			4.00		4.00											4.00
JJohnson	7/11/2023		641030	24236	Millcreek MAX	3.00	3.00		3.00	3.00	3.00	3.00							3.00			3.00		3.00											3.00
JJohnson	7/11/2023		641035	25047	900 W MAX North	3.00	3.00		3.00			3.00							3.00			3.00		3.00											3.00
JJohnson	7/11/2023		641040	24238	1200 W MAX North	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00		3.00	3.00													3.00
JJohnson	7/11/2023		641050	24239	Redwood Road MAX North	3.00			3.00	3.00	3.00	3.00							3.00			3.00		3.00											3.00
JJohnson	7/11/2023		641060	24240	Decker Lake MAX North	4.00	4.00		4.00		4.00	4.00							3.00			4.00		4.00											3.88
JJohnson	7/11/2023		641067	24896	3600 W MAX North	3.00	3.00		1.00	1.00	1.00	1.00							1.00			3.00	3.00	1.00											1.80
JJohnson	7/11/2023		641070	24241	4000 W MAX North	3.00	3.00		3.00		3.00	3.00							3.00			3.00		3.00											3.00
JJohnson	7/11/2023		641080	24242	4800 W MAX North	3.00	3.00	3.00	3.00		3.00	3.00							3.00			3.00													3.00
JJohnson	7/11/2023		641090	24243	5600 W MAX North	3.00	1.00		3.00	3.00	3.00	3.00							3.00			3.00		3.00											2.78
JJohnson	12/7/2023		641193	9078	5600 W MAX North P&R														3.00			4.00			3.00	5.00	4.00	3.00	3.00	3.00			3.50
JJohnson	7/11/2023		641100	24244	6400 W MAX North	3.00	3.00	3.00	3.00		3.00								3.00			3.00													3.00
JJohnson	7/11/2023		641110	24245	7200 W MAX North	3.00	3.00	3.00			3.00	3.00							3.00			3.00		3.00											3.00
JJohnson	7/11/2023	BRT West Valley	641120	24246	8000 W MAX North	3.00	3.00	3.00	3.00		3.00	3.00							3.00			3.00		3.00											3.00
JJohnson	7/11/2023		641130	24247	8400 W MAX North	3.00	3.00	3.00	3.00		3.00	3.00							3.00			3.00		3.00											3.00
JJohnson	8/1/2023		641150	24248	8400 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00											3.00
JJohnson	8/1/2023		641160	24249	8000 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00											3.00
JJohnson	8/1/2023		641170	24250	7200 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00										3.00		3.00											3.00
JJohnson	12/7/2023		641180	24251	6400 W MAX South	3.00	3.00		3.00		3.00	3.00							3.00			3.00		3.00											3.00
JJohnson	8/1/2023		641190	24252	5600 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00	3.00	4.00	3.00		3.00	3.00				3.07
JJohnson	8/1/2023		641200	24253	4800 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00											3.00

Facility Condition Rating Summary Sheet for Stations and Park and Rides

Color Legend	
1-2.5	Below the SGR Threshold
2.51-2.75	Attention Needed
2.76-3.50	Monitor
3.51-5.00	Good or Like New

						Stations & Canopies							Conveyance		Plumbing	HVAC	Fire Protection System	Electrical			Site									Misc.		
						Canopy Foundation	Station Deck	Station Tactile	Station Benches	Canopy Handrails	Canopy Glass	Canopy Roof	High Block/ADA Access	Elevators & Escalators	Exterior Stairs	Drains, Fixtures, Pipes/Valves	Equipment (Heating, AC, Ventilation/Air Handling & Controls)	Fire/Life Safety Systems, Controls & Emergency Systems	Service, Panels, Wiring & Outlets/Switches	Security & Data/Comm	Emergency Systems (Generator, UPS)	Sidewalks/Bus/Dropoff/ADA Access	Snow Melt (If equipped)	Lighting (Platform & Parking	Parking Lot Surface: Striping	Parking Lot Surface: Asphalt	Drainage/Storm Drains	Fencing	Landscaping & Grounds	Plumbing (Irrigation)	Air Compressors, Sump Pumps & Ejectors	Doors (Exterior & Interior	Doors (Exterior & Interior	
Inspector	Date of Inspection	Facility Type	Unit #	Asset #	Location:	64 (1/37)	65 (3)	66 (N)	67 (11)	68 (N)	69 (3/6/7)	70 (5/9)	71 (11/42)	72 (12/36)	73 (14)	74 (15)	75 (14/17)	76 (18)	77 (19/40)	78 (20)	79 (21)	80 (44/38)	81 (41)	82 (33/35)	83 (N)	84 (39/34)	85 (24/40)	86 (12)	87 (31)	88 (39)	89 (22)	Column1	Column2	Total Condition Score
JJohnson	8/1/2023		641210	24254	4000 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00									3.00
JJohnson	7/11/2023		641215	24898	3600 W MAX South	3.00	3.00		3.00	3.00	3.00	3.00							3.00	3.00				3.00									3.00
JJohnson	12/7/2023		641216	25081	West Valley Hub BRT	3.00	3.00		3.00		3.00	3.00							4.00			4.00		4.00									3.38
JJohnson	12/7/2023		641220	24255	Decker Lake Max South	3.00	3.00		3.00		3.00	3.00							3.00			3.00		3.00									3.00
JJohnson	8/1/2023		641230	24256	Redwood Road MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00									3.00
JJohnson	8/1/2023		641240	24257	1200 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00									3.00
JJohnson	8/3/2023		641250	25045	900 W MAX South	3.00	3.00	3.00	3.00	3.00	3.00	3.00							3.00			3.00		3.00									3.00
	New 2023		757190	56973	Mckay Dee Hospital Station	#N/A																											5.00
	New 2023		757000	56974	Ogden Central Station	#N/A																											5.00
	New 2023		757170	56975	Wildcat Village East Station	#N/A																											5.00
	New 2023		757160	56976	Wildcat Village West OGX	#N/A																											5.00
	New 2023		757155	56977	Weber State Central East Stati	#N/A																											5.00
	New 2023		757150	56978	Weber State Central W Station	#N/A																											5.00
	New 2023		757130	56979	32nd Street Station	#N/A																											5.00
	New 2023		757120	56980	28th Street East Station	#N/A																											5.00
	New 2023		757110	56981	28th Street West Station	#N/A																											5.00
	New 2023	OGX Stations	757020	56982	Kiesel Ave North Station	#N/A																											5.00
	New 2023		757010	56983	Kiesel Ave South Station	#N/A																											5.00
	New 2023		757140	56984	36th Street Station	#N/A																											5.00
	New 2023		757050	56985	Jefferson Ave South Station	#N/A																											5.00
	New 2023		757030	56986	Washington Blvd West Station	#N/A																											5.00
	New 2023		757040	56987	Washington Blvd East Station	#N/A																											5.00
	New 2023		757060	56988	Jefferson Ave Station	#N/A																											5.00
	New 2023		757070	56989	25th & Harrison South Station	#N/A																											5.00
	New 2023		757080	56990	25th & Harrison North Station	#N/A																											5.00
	New 2023		757090	56991	25th Street South Station	#N/A																											5.00
	New 2023		757100	56992	25th Street North Station	#N/A																											5.00

7/29/2024 11:09 AM

Facility Condition Rating Summary Sheet for Maintenance and Administration Buildings

Color Legend	
1-2.5	Below the SGR Threshold
2.51-2.75	Attention Needed
2.76-3.50	Monitor
3.51-5.00	Good or Like New

					Building Substructure						Building Interior				Conveyance		Plumbing	HVAC	Fire Protection System	Electrical			Building Equipment	Maintenance Bays		Shop Equipment			Vehicle Wash															Fueling Station								Site							
					Foundation, Basement, Substructure	Exterior Walls/Envelope	Exterior Windows	Exterior Doors	Roof (Surfaces, Coats System)	Site/Misc	Partition Walls	Finishes	Ceilings	Interior Doors	Stairs/Rails	Elevators	Interior Rails	Interior Stairs	Piping, Fixtures, Pipe/Valves	Equipment (Heating, AC, Ventilation) & Controls	Distribution System	Fire Protection Systems	Switch, Panels, Wiring & Outlets/Switches	Security & Detection Systems	Emergency Systems (Generator, UPS)	Air Compressors, Sump Pumps & Heaters	Maintenance Bays (General)	Bay Doors	Mechanic Stations (Work Benches & Vises)	Specialized Lifts (Hoists, Lifts, Alignment)	Vehicle Exhaust Removal	Lubrication, Water Treatment	Parts Cleaning Equipment	Tire Changers/Balancers	Lighting	Shelves/Racks	Floor	Mobile Conveyors	Roof/Substructure	Drainage	Building Structure	Roof/Fascia/Gutters	Bay Doors	Windows	Doors	Fuel Tanks	Fuel Pumps, Facilities	Lighting/Electrical	Safety Systems	Security Systems (including Cameras?)	Fencing	Storm Water System	Pavement (Roadways/Driveways, Trash Enclosure, Passenger Vehicle Parking)	Curbs/Gutters/Sidewalks	Parking	Lighting	Parking Lot Striping	ADA Access & Equipment	Sidewalks	Total Condition Score
rowilson	4/25/2023 9:35 AM	110000	83	Meadowbrook Bldg. 1 Admin	3.5	4.0	3.8	4.0	5.0		4.0	3.8	3.5	4.0	3.8	4.0	4.0		3.5	4.3	3.5	3.8	4.0	3.8	4.0			4.8	4.0	3.5																										4.0	3.5	4.0	4.0	4.0	3.3	3.8	3.5	3.85
rowilson	4/25/2023 9:58 AM	120000	58	Meadowbrook Bldg. 2 Guard	4.0	4.0	3.5	3.5	3.5		4.0	3.3	3.5		3.0					3.5		3.0	3.0	3.0																																				3.45
rowilson	4/25/2023 10:11 AM	120004	103	Meadowbrook - Fan Vault	3.5	4.0	4.0	3.5	3.5		3.5	3.5	3.5	3.5	3.5					3.5	3.5	3.5	3.5			4.0	4.0																																4.0	3.5		4.0	4.0	3.5	3.0	3.5	3.63
rowilson	4/25/2023 10:20 AM	130000	72	Meadowbrook Bldg. 3 Maintenance	3.5	3.3	4.0	4.5	5.0	3.5	4.0	5.0	3.5	3.5	3.5		4.0			3.2	3.6	4.0	3.0	4.0	3.5	4.0	3.5	4.8	4.0	3.5		3.5																										3.3	3.3	4.0	4.0	4.0	3.5	3.5	4.0	3.80
rowilson	5/17/2023 7:58 AM	140000	52	Meadowbrook Bldg. 4 Fuel Island	3.5	3.5		4.0	5.0		3.0	3.0	3.0	3.0	3.5					3.0	5.0	4.0	4.0	4.0			3.0	3.5		4.0																										3.0	3.0		4.0	3.0		3.0		3.67
rowilson	5/17/2023 8:07 AM	150000	56	Meadowbrook Bldg. 5 Bus Wash	3.0	3.0		3.3	3.0		2.8	3.0	3.0	3.0						3.0	5.0	3.0	4.0	4.0																																							3.42
rowilson	5/17/2023 7:53 AM	160000	53	Meadowbrook Bldg. 6 Canopies	4.0				3.0											3.5																																										3.30
rowilson	5/17/2023 7:03 AM	120013	53250	Meadowbrook Sign Out Building	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0						3.0																																										3.00
rowilson	5/17/2023 7:44 AM	170000	51	Meadowbrook Bldg. 7 Operations	3.5	3.5	3.8	3.0	4.0		4.0	3.5	3.5	4.0	4.0				3.0	3.5	4.0	4.0	4.0	4.0																																4.0	3.0	3.5	4.0	4.0	3.0	4.0	4.0	3.71
rowilson	5/8/2023 12:51 PM	180000	64	Meadowbrook Bldg. 8 Support & Body	3.0	3.50	3.50	2.80	4.75	3.75	3.50	3.50	3.00	3.00	3.50	3.50	3.75	3.00	2.75	3.00	3.00	2.50	3.00	3.00			3.25	3.00	3.00	3.00	4.75	3.00	3.00																										3.00	3.00	3.00	3.00	3.50	3.00	3.00	3.00	3.19
jiohnson	7/25/2023 11:10 AM	210000	120	Timpanogos Bldg. 1 Operations	3.0	3.0	3.0	3.0	3.0		3.0	2.5	3.0	3.0	4.0					3.0	3.0	3.0	3.0			3.0	3.0	3.0																														3.0	3.0	3.0	3.0		3.0	3.0	3.0	2.98
jiohnson	4/9/24 7:45 AM	250001	56194	Timpanogos - Canopies 2	4.0				4.0											4.0		4.0	4.0																																				4.0	4.0			4.0	4.0			4.00
jiohnson	7/25/2023 10:07 AM	220000	123	Timpanogos Bldg. 2 Signout	3.0	3.0	3.0	3.0	3.0			3.0	3.0							3.0		3.0	3.0																																									3.00
jiohnson	6/1/2023 10:47 AM	230000	100	Timpanogos Bldg. 3 Maintenance	4.0	4.0	4.0	3.8	4.0	3.0	3.0	4.0	3.0	3.0	4.0		3.0			4.0	3.8	3.0	3.0	4.0	3.5	3.0	3.5	3.0		4.0																										3.0	3.0		4.0	4.0	3.0	4.0		3.52
jiohnson	6/1/2023 11:06 AM	240000	99	Timpanogos Bldg. 4 Fuel Island	4.0	4.0		4.0	3.0		4.0	4.0	3.0							3.0	3.0	3.0	3.0			3.0	3.0																																						3.36
jiohnson	6/1/2023 10:42 AM	250000	98	Timpanogos Bldg. 5 Canopies	4.0				3.0											3.0						3.0	3.0																																						3.11
jiohnson	6/1/2023 10:57 AM	260000	36199	Timpanogos Bldg. 6 Tire	4.0	4.0		4.0	4.0		4.0	3.0	4.0	4.0	4.0					4.0		4.0	4.0			3.0	4.0	3.5																																						3.85
jiohnson	10/10/2022 12:09 PM	270000	36112	Timpanogos Bldg. 7 Fuel Station	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0					4.0	4.0	4.0	4.0			4.0	4.0	3.0	4.0		4.0																										4.0	4.0	4.0	4.0	4.0	4.0	4.0		3.98
jiohnson	10/10/2022 12:18 PM	280000	36210	Timpanogos Bldg. 8 Bus Wash	4.0	4.0		4.0	4.0		4.0	4.0	3.0	4.0						4.0	4.0	4.0	4.0			4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0																		4.0	4.0	4.0	4.0		3.0	4.0	4.0	3.85
jiohnson	10/10/2022 12:28 PM	290000	36173	Timpanogos Bldg. 9 Fares	4.0	4.0	4.0	4.0	4.0		4.0	3.0	4.0	4.0	4.0					4.0	4.0	4.0	4.0			4.0	4.0	4.0																														4.0	4.0	4.0	4.0					3.92
clmecham	9/22/2022 1:11 PM	310000	106	Ogden Bldg. 1 Operations	2.8	2.8	2.8	2.8	2.8		2.8	2.8	2.8	2.8	2.8					2.8	2.7	2.7	2.8			2.9	2.9																														2.8	2.8	2.8	2.8	2.9	2.8	2.9	2.9	2.76
clmecham	9/22/2022 1:06 PM	320000	92	Ogden Bldg. 2 Guard & Fares	2.9	2.8	2.8	2.9	2.8		2.8	2.8	2.8	2.8	2.8					2.8	2.8		2.9	2.9	2.8																																								2.83
clmecham	9/22/2022 12:50 PM	330000	111	Ogden Bldg. 3 Maintenance	2.8	2.8		2.7	2.8		2.8	2.8	2.7	2.8						2.8	2.8	2.8	2.9	2.9	2.8	2.8	2.7																														2.8	2.8							2.78
clmecham	9/22/22 7:20 PM	340000	90	Ogden Bldg. 4 Fuel Island	2.8	2.9	2.8	2.8	2.8	2.8	2.8	2.8	2.8	1.8	2.8		2.9			2.8	2.7	2.8	2.8			2.8	2.5	2.8		2.8	2.8	2.7	2.7	2.7	2.7	2.9	2.9	2.7	2.8	2.7																		2.8	2.8	2.8	2.8	2.9	2.9	2.9	2.9	2.77
clmecham	9/22/2022 1:37 PM	350000	88	Ogden Bldg. 5 Canopies	2.8				2.7						2.7					2.8	2.8																																						2.8	2.7	2.7	2.8	2.8	2.7			2.74
clmecham	9/22/2022 1:59 PM	360000	25033	Ogden Intermodal Transit Center	2.9	2.9	2.9	2.8	2.8		2.8	2.8	2.8	2.8	2.9		2.9			2.9	2.8	2.8				2.8	2.8																														2.9	2.9	2.7	2.8	2.9	2.8	3.0	2.8	2.82
clmecham	7/5/2022 2:28 PM	410000	121	Central Bldg. 1 Operations	3.1	3.1	3.1	3.0	3.0		2.7	2.7	3.0	2.8	2.8	2.5	2.8			2.5	2.5	2.8		2.8	2.8																																				2.5	2.9		3.0	2.8	3.1		2.78
clmecham	7/22/2022 8:39 AM	420000	115	Central Bldg. 2 Fares	3.6	2.7		2.7	2.8			2.9	2.7		2.8					3.6	2.8	2.8		2.8	2.7	2.7																																		2.7	3.0			2.7		2.7		2.73
clmecham	7/5/2022 2:04 PM	430000	122	Central Bldg. 3 Maintenance	3.5	3.0	2.5	2.5	2.8		2.9	2.5	2.7	2.9	2.5		2.5	2.5	2.4	2.5	2.5	2.4	2.5			2.7	2.7	2.5	2.5	2.4	2.5	2.4	2.8	2.4	2.8	2.5	2.5	2.4	2.5	2.7	2.5	2.5																		2.6	2.5	2.9	2.6	2.9	3.0	2.5		2.60
clmecham	7/5/2022 1:51 PM	440000	118	Central Bldg. 4 Fuel Island	3.0	3.0		2.5	2.8			2.7								2.8	2.4	2.4	2.5			2.3	2.9	2.5	2.5	2.4																												2.9	3.0	2.8		2.5	2.7	2.3	2.3	2.5	2.8	2.6		2.65
clmecham	7/5/2022 1:29 PM	450000	112	Central Bldg. 5 Canopies	3.8			2.5							2.7					2.7	2.7	2.7	2.4																																						2.6	2.5	3.0	3.1		3.1		2.9	3.4	2.88
clmecham	7/5/2022 1:39 PM	460000	113	Central Bldg. 6 Tire Shed	3.6	3.2		3.0	2.5			3.0	3.5							2.7	2.7		3.0			2.8	2.7																																				3.0	2.7		2.7	2.8	3.0	3.5		2.94
clmecham	7/1/2022 1:29 PM	400009	51663	Depot Bus Wash Building		5.0		5.0	5.0		5.0	5.0	5.0							5.0	5.0		5.0			5.0	5.0																														5.0	5.0	5.0	4.0	5.0	5.0	5.0		4.97
	5/3/2021	450001	30573	Depot District Fuel Island	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0			4.0	4.0	4.0	4.0			4.0	4.0	4.0		4.0																														4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.00
	4/21/2021	460200	36703	Tooele Bus Garage	4.0	3.8	2.3	2.5	2.0			3.8	4.0	4.0						3.0	3.0	3.0	2.0			3.0	4.0			2.0																														3.5	2.5			3.5	3.5	3.5		3.08
rowilson	5/24/2022 12:43 PM	510000	4409	Riverside Bldg. 1 Operations	4.0	4.0	4.0	3.5	3.0		3.5	4.0	3.5	4.0	3.5					3.5	3.0	3.0	2.8			3.0	3.5	3.0																														3.0	3.0	3.5	3.0	3.5	3.0	4.0	3.5	3.41
rowilson	5/24/2022 12:50 PM	520000	4410	Riverside Bldg. 2 Fares & Guard Shack	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0					3.0	3.0	3.0	3.0			3.0	3.0	3.0																															3.0	3.0		3.0	3.0		3.0		3.00
rowilson	5/24/2022 10:12 AM	530000	4411	Riverside Bldg. 3 Maintenance	3.8	4.0	4.0	3.5	3.0	3.0	3.8	3.5	3.0	3.5	3.0		3.0			3.3	3.0	3.0	2.5			3.5	3.0	3.5	3.5	3.8	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0																		3.0	3.0	3.0	3.0	3.5	3.0	2.5	3.0	3.20
rowilson	5/24/2022 10:00 AM	540000	4412	Riverside Bldg. 4 Fuel Island	4.0	4.0		4.0	3.5			3.5	3.0	3.0						3.5	3.0	2.5	3.5	3.0	4.0	3.0	3.0	3.0	3.0		3.5																														3.5	3.0	3.5	3.0	3.0	3.0	3.0		3.29
rowilson	5/24/2022 9:44 AM	560000	4413	Riverside Bldg. 6 Canopies					4.0											4.0			3.5																																						3.5	3.5	3.0	3.0	3.5	3.0		3.40
	5/23/2022	600000	3659	Central Pointe 2100 S. Building	3.0	3.0	3.3	3.0	3.0		3.5	3.0	3.0	3.5	3.0		3.0	2.8	3.0	3.0	3.0	2.8	3.0			3.0	3.0	3.5																																				3.0	3.0	2.8		3.0	3.5	3.0		3.09
jiohnson	10/6/2022 11:47 AM	600100	30678	UTA Police Headquarters	4.0	4.0	4.0	4.0	4.0		4.0	3.0	4.0	4.0	4.0	4.0	4.0			4.0	3.0		4.0	4.0	4.0	4.0																																					4.0		4.0		4.0		3.88
jiohnson	10/6/2022 10:33 AM	610000	22494	Mobility Center	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	4.0					3.0	3.0			3.0			3.0																												3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.08
jiohnson	10/6/2022 10:51 AM	610500	24524	Roadhouse	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0			3.0			3.0	3.0					3.0	3.0	3.0		3.0		4.0	3.0	4.0	3.0		3.0																												3.0	3.0		3.0	3.0	3.0			3.06
jiohnson	10/10/2022 1:05 PM	1001716	41969	Provo IMC Office Building	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0					4.0	4.0		4.0	4.0								4.0		4.0																												4.0	4.0	4.0		4.0	4.0	4.0		4.00
jiohnson	10/10/2022 1:11 PM	1001717	41970	Provo Customer Service Building	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0					4.0	4.0		4.0	4.0																																						4.0	4.0	4.0		4.0	4.0	4.0		4.00
clmecham	7/22/2022 9:16 AM	700000	22432	Salt Lake Central Intermodal Hub lounge	3.0	3.0	3.0	2.9	2.9			2.8	3.0	2.8	2.8					2.7	3.0	3.0	3.0	3.0	3.0																																					3.0	3.0			3.0	3.0		3.0	2.95
clmecham	7/1/2022 2:08 PM	720000	22431	Salt Lake Central Intermodal Hub Service Bldg.	3.7	3.8	3.8	3.8	3.8		3.8	3.8	4.0	4.0	3.8					3.6	3.6	3.7	4.0	3.6	3.6			3.5	3.8			3.6																																				3.6	3.6			3.8	3.7		3.6	3.52
clmecham	7/22/2022 8:51 AM	710000	22430	SLC Intermodal Hub - Intermodal Hub for buses & Greyhou	2.8		2.7	2.8	2.8		2.7	2.7	2.7	2.7	2.7		2.7			2.6	2.6	2.7	2.8	2.3	2.3																																						2.7	2.8	2.8		2.7	2.7	2.8	2.8	2.71
dwardl	4/26/2022 12:37 PM	8000000	8181	Midvale Rail Service Center	5.0			3.0	3.0	3.0	4.0	4.0	4.0	3.9	4.0	4.0	4.0			3.9	3.8	4.0	4.3	4.0	4.0	3.0	3.6	4.0	4.0	3.8	4.0	4.0	4.0	3.8	4.0	4.0	4.0	3.8	4.0	4.0																		4.0		3.0	3.8	3.3	2.5	3.0	4.0	3.68
	4/28/2021	802500	26730	Midvale Rail MOW	4.0	4.0	4.0	4.0	4.9		4.0	4.0	4.0	4.0	4.0					3.6	3.4	4.0	4.0	3.6			3.0	4.0	3.0																														4.0	3.0	2.5	4.0	3.0	3.0	4.0		3.69
	4/28/2021	803000	26731	Midvale Rail Paint	4.0	3.8		3.0	4.0		4.0	4.0	4.0	4.0	4.0					4.0	2.8	4.0	3.8	4.0	3.7		3.6		2.8	4.0	2.8																														4.0	4.0	3.6		2.5	3.0		3.6	3.60
dwardl	10/13/2022 12:06 PM	8002915	8573	Midvale Cleaning Row Addition	4.0	4.0		3.0	5.0			4.0			4.0					4.0	4.0	4.0	4.0	4.0			4.0	3.0	4.0																														4.0	3.0	3.2	3.0	3.0		3.0		3.70
dwardl	10/13/2022 12:29 PM	8100000	26728	Jordan River Rail Services	4.0	3.0	2.5	3.0	3.0	3.0	3.0	3.1	2.8	3.0	3.0	2.5	3.0	3.0	2.8	2.9	3.0	2.9	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Appendix L- UTA TAM and SGR Policy 06.01

UTAH TRANSIT AUTHORITY

NO. UTA.06.01

TRANSIT ASSET MANAGEMENT & STATE OF GOOD REPAIR POLICY

1) Purpose.

The purpose of this Transit Asset Management (TAM) and State of Good Repair (SGR) policy is to confirm UTA's commitment to maintaining its assets in a manner consistent with what has been prescribed by the Federal Transit Administration. This is in response to the Transit Asset Management Rule contained in the Code of Federal Regulations at 49 CFR Parts 625.

This policy has the specific goals to:

- Clearly define the roles of how agency goals and objectives align with capital plans.
- Defining the roles of critical positions within the TAM Plan and agency coordination efforts.
- Define the relationship between TAM and continuing control.
- Clarification of roles between SGR Group, Accounting and Grants Management.
- Clearly define continuing control assets, SGR assets, financial assets, and the relationship between the three.

This document will outline required elements of the plan, define roles and responsibilities for different departments responsible for meeting the requirements of this rule, and reaffirm UTA's commitment to the SGR initiative.

2) Definitions.

"Transit Asset Management (TAM) Plan" Plan developed and maintained by the SGR Group which outlines UTA's approach to the Management of its assets in conjunction with 49 CFR Part 625.

"SGR Group" means the subgroup of the overall Asset Management Department responsible for the State of Good Repair initiative.

"Asset Management Committee" means Committee of Managers, Directors, Regional General Managers, and others defined in this policy and TAM Plan as being critical to the allocation of resources to maintain UTA's assets. This group will have a role in project prioritization and budget allocation discussions. Members from this group will make up the voting members of the project prioritization based on their designation in the Responsibility Matrix.

"New Projects Process" means projects intended to support expansion and acquisition of new assets or service modes.

"TAM Process" means projects intended to support the rehabilitation, replacement, or enhancement of existing assets.

3) Policy.

In accordance with 49 CFR Parts 625, UTA confirms its commitment to the FTA's SGR initiative and defining the roles and responsibilities necessary to fulfill these requirements.

A. Roles:

Accountable Executive: Per the FTA rule, the Accountable Executive is a single identifiable person who has ultimate responsibility for carrying out transit asset management practices and can control or has direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan and the agency's transit asset management plan in accordance with 49 U.S.C 5326. The accountable executive is set by Board Resolution and is the Executive Director of the Utah Transit Authority.

The SGR Group: This group has responsibility for developing the overall SGR approach at UTA. This group is responsible for the generation and updating of UTA's Transit Asset Management Plan and Group Sponsor plans for its sub recipients who receive funding under the FAST Act (49 USC5301 et .seq.). This group is also responsible for the reporting of UTA's progress relative to its goals identified in its Transit Asset Management Plan.

UTA Managers over Capital Assets: In order to be compliant with the Transit Asset Management rule, there will need to be a large amount of information shared between groups. This includes information relative to budgets, maintenance records, purchase records, and other information as deemed necessary as described in the plan. A responsibility matrix is included at the end of this document.

B. TAM Plan Requirements:

The Transit Asset Management Plan will be the governing document by which the SGR initiative will be outlined, prescribed and carried out. The Transit Asset Management Plan will contain all information needed in order to be compliant with 49 CFR Part 625. The elements of the plan are:

1) An inventory of the number and type of capital assets. The inventory must include all capital assets that a provider owns, except equipment with an acquisition value under $50,000 that is not a service vehicle.
   a. This inventory must also include third-party owned or jointly procured exclusive-use maintenance facilities, passenger station facilities, administrative facilities, rolling stock and guideway infrastructure used by a provider in the provision of public transportation.
   b. The asset inventory must be organized at a level of detail commensurate with the level of detail in the provider's program of capital projects.
2) A condition assessment of those inventoried assets for which a provider has direct capital responsibilities.

3) A description of analytical processes or decision-support tools that a provider uses to estimate capital investments needs over time and develop its investment prioritization.
4) A project-based prioritization of investments.
5) TAM & SGR Policy.
6) TAM Plan implementation strategy.
7) Description of key TAM activities that a provider intends to engage in over the TAM plan horizon period. The FTA defines the horizon period as four years.
8) A summary or list of resources including personnel that a provider needs to develop and carry out the TAM plan.
9) An outline of how UTA will monitor, update, and evaluate as needed, its TAM plan and related business practices, to ensure the continuous improvement of its TAM practices.

C. Version Control and Approvals:

Every two years, the SGR Group will provide a revision of the Transit Asset Management Plan to the Managers of the groups who have assets covered in the plan for their review. After it has been reviewed and comments sufficiently addressed to the extent possible, the plan will be presented to the UTA Board of Trustees and Executive Director for their approval. The plan will be reviewed and recertified every two years.

Every year, performance targets will need to be established and will need to be approved by the Executive Director. The SGR Group will submit updated performance targets for review to the Asset Management Committee for their review and approval. After that, the performance targets will then be submitted to the Executive Director for their approval. The updated performance targets will then be inserted into the TAM Plan in Appendix D to ensure the most current performance targets are maintained as part of the Transit Asset Management Plan.

D. Budget Requirements:

To maintain budget continuity between departments, the SGR Group will develop its Five-Year Budget look-ahead every year in conjunction with feedback from UTA managers via a budget review process. This five-year look-ahead will be blended with the 5-Year Capital Plan to produce an overall Five-Year Capital Plan.

The Director of Capital Projects will provide the Manager- State of Good Repair with a list of projects that were funded and unfunded. Unfunded projects will remain in the budget consideration pool until they are either funded or are ultimately removed. The Manager-State of Good Repair will make sure their records reflect which projects were funded and which projects were unfunded and will be up for reconsideration the following year.

These budgets will be provided to the Finance Department for incorporation into the Transit Financial Plan (TFP). Prior to submission to the Board, the Chief Operating Officer, the Chief Service Development Officer and Chief Financial Officer will need to agree on the numbers being brought into the TFP.

E. Inventory Requirements:

JD Edwards is considered the system of record for all asset inventory as it relates to the TAM effort. There are three types of assets at UTA (land is excluded from the TAM considerations). The three types of assets are defined in SOP 2.1.3.1 Asset Recordkeeping and Continuing Control:

- Financial Asset: General asset with acquisition value over $5000, rail infrastructure asset with value over $50,000, and software with acquisition value over $10,000 with useful life of more than one year and owned by UTA.
- Continuous (Continuing) Control Asset: Grant-Funded asset of any amount whether owned by UTA or by a grant sub-recipient.
- TAM Asset: Financial asset involved in provision of service such as infrastructure, facilities, and vehicles all capital assets that a provider owns, except equipment with an acquisition value under $50,000 that is not a service vehicle.

Financial assets should make up the base of inventory for UTA; continuing control assets, and TAM assets would be designated from the base inventory. An asset may be designated to one, two or three of the inventory categories. The assignment of appropriate category or categories is to happen upon asset record creation as defined in SOP 2.1.3.1 Recordkeeping section 3A.

F. Business Goals and Objectives:

Strategic business goals are defined and reviewed by the executive team every two years, starting for the fiscal year 2021. These goals and objectives will be stated in the TAM Plan. Goals and objectives should show guidance on expansion, renewals, replacements per the Five-Year Capital Plan, and SGR backlog target dollar amounts.

G. Key Manager Responsibility Matrix:

Title	TAM Responsibility	Committee Member	Prioritization Phase
Capital Project Managers	Upon project completion, provide list of capital assets acquired during project and associated O&M materials to appropriate business units. Refers to any Capital Project Manager regardless of business unit they belong to.	By invitation	
Comptroller	Inventory record upkeep including creation, update, and disposals.	X	
Project Manager Environmental, Grants, Projects controls	Responsible for identification of funding opportunities for replacement and renewals of assets.	X	

SGR Manager	TAM Plan upkeep, SGR budget projections, National Transit Database (NTD) performance target reporting, group TAM plan, initial investment prioritization criteria development, identification of TAMS assets and associated data. Provides appropriate managers with lists of anticipated needs for upcoming budget cycles.	X	Initial
Facility Manager	Responsible for condition assessments of maintenance, administration, stations, and passenger parking facilities and providing information to the SGR Manager. Also responsible for identification and/or verification of facility needs to SGR Manager. Point of contact for facility requests.	X	Initial
Manager of Vehicle Overhaul and Support	Responsible for Fleet Management plans and coordination with SGR Manager for business unit needs related to revenue and non-revenue service vehicles. Point of contact for all vehicle requests.	X	Initial
Manager of ROW Assets	Responsible for identification and/or verification of civil infrastructure needs and coordination with SGR Manager for those needs.	X	Initial

Title	TAM Responsibility	Committee Member	Prioritization Phase
Manager of Systems Engineering	Responsible for identification and/or verification of systems infrastructure needs and coordination with SGR Manager for those needs.	X	Initial
Rail Infrastructure Project Manager	Responsible for identification and/or verification of civil rail infrastructure needs and coordination with SGR Manager for those needs.	X	Initial
Manager of Service Planning	Responsible for supplying anticipated vehicle needs for service efforts including quantity and types for the different modes.	X	Initial

Senior Program Manager-Engineering & Project Development	Participates in the committee meetings and participates in the initial prioritization phase of the projects	X	Initial
Safety Director Appointee	Participates in the committee meetings and participates in the initial prioritization phase of the projects	X	Initial
IT Director Appointee	Participates in the committee meetings and participates in the initial prioritization phase of the projects	X	Initial
Director of Capital Projects	Responsible for overall five-year capital budget production, initial criteria development for new capital projects, and final prioritization criteria for all capital projects. Responsible for coordinating the final investment prioritization effort prior to the executive review.	X	Final
Director of Engineering and Maintenance Support	Oversees TAM efforts and has role in final prioritization. Responsible for approval/finalization of the SGR Five Year Plan portion of the Five-Year Capital Plan	X	Final
RGM/Department Director	Ogden, Commuter Rail, Light Rail, Meadowbrook/Central, Timpanogos, Special Service, Safety, IT, & Engineering and Maintenance Support RGMs or Directors. Will communicate business needs to appropriate point of contact manager for inclusion for five-year plan consideration.	X	Final
Director of Planning	Responsible for development of future long-term plans. Responsible for identification of major alterations/considerations that should be	X	Final
Title	TAM Responsibility	Committee Member	Prioritization Phase
	incorporated into future budget projections.		
Project Development - Systems Plan Manager	Responsible for facilities master plan and coordination with SGR Manager for incorporation with appropriate plans.	X	Final

Chief Office Designee	Responsible for communication of business needs and objectives and to oversee the committee.	X	Final & executive review
Executive Team	Approve initial and final project prioritization criteria for SGR projects, new projects, and the combined project prioritization review. Conducts final executive review for budget requests and proposed allocations.		Final executive review

H. Investment Prioritization Guidelines:

Investment prioritization should be designed to support business objectives and priorities. The business goals and objectives provide guidance around expectations regarding service efforts and capital project emphasis. The business goals and objectives are intended to inform project prioritization criteria to allow projects to be ranked on their merits and how well they align with the overall business goals and objectives. The Executive Team will be responsible for producing overall business goals and objectives.

Project prioritization efforts are intended to quantify and qualify the projects based on their support of the business objectives, and corresponding risk factors. However due to project size, scope, and available funding, the projects may not necessarily be funded based solely on priority. The final funding allocation will be at the Executive Team's discretion and ultimately Board approval.

I. Plan Alignment

To provide a cohesive strategy UTA will need to coordinate certain plans with business goals and objectives. Below is a table that is intended to provide guidance on how the different plans could feed into each other to help maintain continuity between all the different departmental efforts.

Plan	Inputs	Outputs
Business Goals and Objectives	Stakeholder requirements and possible internal recommendations	Expectations revolving around service, goals, and priorities
Service Plans	Take expectations from business goals and objectives and develops appropriate service plans.	Provides vehicle needs to appropriate fleet management plans including capacity and quantity requirements for the service plans
Fleet Management Plans	Take vehicle capacity and quantity requirements from service plans and translates that into fleet management plans identifying overhaul needs/schedules if	Overhaul needs and replacement cycles are incorporated into the TAM Plan.

Plan	Inputs	Outputs
	appropriate and replacement cycles.	New/Expansion vehicle plans are provided to the Five-Year Capital Plan.
Facility Master Plan	Takes business goals and objectives and provides guidance around long-term facility needs including necessary remodels or new build projects needed to achieve anticipated future requirements.	Buildings that need to be remodeled will go through the TAM Process. Buildings that are new or expansion buildings will need to go through the new capital project process.
TAM Plan	Recommendations from fleet management plan and facility master plans as well as condition data from existing inventory.	Produces a project prioritization for SGR/TAM projects and consolidates information for incorporation into the five-year plan.
Five-Year Capital Plan	Takes project recommendations from the TAM plan including prioritization rankings and consolidates it with the new projects requests to develop an overall five-year capital plan.	Prioritized list of all capital projects to move forward to funding allocation.

J. Distinguishing Continuing Control from SGR (TAM) Efforts:

Since FTA C 5010.1E (Award Management Requirements) and 49 CFR 625 (Transit Asset Management Requirements) both contain language dealing with asset management that is conflicting in some cases and similar in other cases, this Policy seeks to distinguish the scope of the two federal regulations from one another. Continuing control of assets and management of transit assets are separate and distinct efforts.

Continuing Control requirements are covered under FTA Circular 5010.1E. Specifically, this FTA Circular contains asset inventory records requirements regarding physical protection and record keeping. It applies to federally funded assets with a value greater than $5000. The responsibilities for the Continuing Control efforts are defined in the UTA SOP 2.1.3.1 Asset Recordkeeping and Continuing Control

Transit Asset Management (TAM) requirements are covered in the Code of Federal Regulations at 49 CFR 625. The TAM effort is primarily focused on the renewal and replacement of assets regardless of the funding source based on the classification of the asset as described in paragraph 3(E) above.

4) Cross-References

- Code of Federal Regulations at 49 CFR Part 625 Transit Asset Management Rule
- Agency SOP 2.1.3.1 Asset Recordkeeping and Continuing Control

- Board Policy 2.1 – Financial Management
- FTA Circular 5010.1E Award Management Requirements

This UTA Policy was reviewed by UTA's Chief Officers on November 17, 2020, by the Board of Trustees on February 24, 2021, and approved by the Executive Director on February 24, 2021. This policy takes effect on the latter date.

DocuSigned by:
Carolyn M Gonot
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Carolyn M. Gonot

Executive

Director

Approved as to form:

DocuSigned by:
Mike Bell
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Counsel for the Authority

History

Date	Action	Owner
10/2/2018	Adopted – Corporate Policy 2.1.16 Transit Asset Management & State of Good Repair	Manager of Capital Assets and Project Controls
2/24/2021	Rescinds - Corporate Policy 2.1.16 Transit Asset Management & State of Good Repair	Manager of Capital Assets and Project Controls
2/24/2021	Adopted - UTA.06.01 Transit Asset Management & State of Good Repair UTA Policy	Manager of Capital Assets and Project Controls

Appendix M- Facility Condition Assessments

This Appendix will house the most recent condition assessment for UTA's administration, maintenance, and parking assets.

Appendix M is intentionally left blank to reduce TAM Plan document size

Appendix N – 2025 SGR Project Prioritization

State of Good Repair Program Scoring

TERM Lite Values:
Priority Score Min is the Minimum TERM-Lite Value in the priority section for the assets being considered in a particular year.
Priority Score Max is the Maximum TERM-Lite Value in the priority section for the assets being considered in a particular year.
Priority Score Average is the Average TERM-Lite Value in the priority section for the assets being considered in a particular year.

Prioritization Score Valuation Guide:
In order to establish a value greater than 1 on the Public Safety Consideration, raters must first establish an existing public safety hazard and then consider the improvement

1- No improvement
2- Minimal improvement
3- Marginal improvement
4- Moderate improvement
5- Significant improvement
Overall Score is the sum of the three values

Risk Considerations:
Scale on 1-5. 1 being no risk, 5 being catastrophic.
1- No Risk
2- Minimal Risk
3- Moderate Risk
4- Major Risk
5- Catastrophic Risk
Total Risk Score is the product of the two items

	TERM Lite Values			Prioritization Score					Correlation Factor	Risk Considerations		Graph Values		
Project Name	Priority Score Min	Priority Score Max	Priority Score Average	Public Safety	Operational Schedule/ Performance	Quality of Life / Accessibility, Strategy	Customer Experience	Overall Priority Score	`(PSA+OPS)/100	Impact of Failure	Likelihood of Failure	Risk Plot (X Axis)	Risk Plot (Y Axis)	Total Risk
Ballast and Ties Rehab and Replacement	26.64	84.18	49.76	2	3	2	4	11	0.6076	2	2	3.2152	3.2152	6.4304
Bridge Rehabilitation & Maintenance	24.81	59.86	33.82	3	3	2	2	10	0.4382	4	2	5.7528	2.8764	8.6292
Bus Communications On-Board Technology				2	3	3	4	12	0.12	2	2	2.24	2.24	4.48
Bus Overhaul				1	3	3	3	10	0.1	2	2	2.2	2.2	4.4
Bus Replacement	24.00	87.84	52.03	1	2	1	1	5	0.5703	2	2	3.1406	3.1406	6.2812
Commuter Rail Engine Overhaul	54.25	61.37	58.60	2	4	3	4	13	0.716	3	3	5.148	5.148	10.296
Commuter Rail Vehicle Rehab	54.25	61.37	58.19	3	3	3	4	13	0.7119	3	2	5.1357	3.4238	8.5595
Commuter Rail Vehicle Replacement - Used				2	2	2	3	9	0.09	1	1	1.09	1.09	2.18
Corridor Fencing	20.82	46.76	38.04	3	2	1	1	7	0.4504	3	2	4.3512	2.9008	7.252
Facilities Rehab and Replacement	18.54	85.51	42.17	2	2	2	3	9	0.5117	3	2	4.5351	3.0234	7.5585
Facilities, Equipment Managed Reserve	21.83	81.53	39.53	3	2	2	2	9	0.4853	2	2	2.9706	2.9706	5.9412
Fiber Replacement	28.51	61.90	51.35	4	4	2	2	12	0.6335	3	2	4.9005	3.267	8.1675
FrontRunner Platform Modification				2	1	3	3	9	0.09	2	2	2.18	2.18	4.36
Grade Crossings Rehab and Replacement	27.81	92.46	57.52	2	2	2	4	10	0.6752	3	3	5.0256	5.0256	10.0512
HB433 Future Rail Car Purchase Payment				2	2	2	3	9	0.09	2	2	2.18	2.18	4.36
Light Rail Red Signal Enforcement				3	3	2	2	10	0.1	3	2	3.3	2.2	5.5
Light Rail Vehicle Rehab	61.37	63.49	63.33	2	2	2	2	8	0.7133	2	3	3.4266	5.1399	8.5665
Network & Infrastructure Equipment	68.45	68.45	68.45	2	3	3	3	11	0.7945	3	2	5.3835	3.589	8.9725
Non-Rev Service Vehicle Replacement	24.70	84.06	58.97	2	2	2	2	8	0.6697	3	2	5.0091	3.3394	8.3485
OCS Rehab and Replacement	24.29	62.85	51.38	3	3	3	3	12	0.6338	4	2	6.5352	3.2676	9.8028
Jordan River Bldg 2 Remodel				1	1	1	2	5	0.05	2	2	2.1	2.1	4.2
Operations Systems Enhancements and Replacement				1	2	2	1	6	0.06	3	2	3.18	2.12	5.3
Paratransit Vehicle Replacment	45.19	98.50	70.34	2	2	3	3	10	0.8034	2	2	3.6068	3.6068	7.2136
Park and Ride Rehab and Replacement	22.75	59.47	46.94	3	2	2	3	10	0.5694	2	3	3.1388	4.7082	7.847
Park City Lo/No Grant				2	2	2	3	9	0.09	2	2	2.18	2.18	4.36
Police Fleet Vehicles	31.43	72.18	54.95	3	2	2	4	11	0.6595	3	3	4.9785	4.9785	9.957
Radio Communication Infrastructure	49.75	77.69	62.07	3	3	3	3	12	0.7407	4	2	6.9628	3.4814	10.4442
Rail Rehab and Replacement	19.43	84.18	52.97	3	3	3	4	13	0.6597	4	3	6.6388	4.9791	11.6179
Rail Switches & Trackwork Controls - Rehab/Replacement	26.44	79.84	54.91	3	3	3	4	13	0.6791	4	3	6.7164	5.0373	11.7537
SD100/SD160 Light Rail Vehicle Replacement	61.81	70.86	68.22	3	3	4	3	13	0.8122	3	3	5.4366	5.4366	10.8732
Server, Storage Infrastructure Equipment and Software	35.47	75.34	61.97	2	3	2	4	11	0.7297	3	2	5.1891	3.4594	8.6485
SLCentral HQ Office				2	2	2	2	8	0.08	2	3	2.16	3.24	5.4
Station and Platform Rehab and Replacement	21.44	47.96	38.30	3	2	3	3	11	0.493	3	3	4.479	4.479	8.958
Stray Current Mitigation				2	2	2	3	9	0.09	2	2	2.18	2.18	4.36
System Restrooms				2	2	2	2	8	0.08	2	2	2.16	2.16	4.32

State of Good Repair Program Scoring

TERM Lite Values:
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Priority Score Max is the Maximum TERM-Lite Value in the priority section for the assets being considered in a particular year.
Priority Score Average is the Average TERM-Lite Value in the priority section for the assets being considered in a particular year.

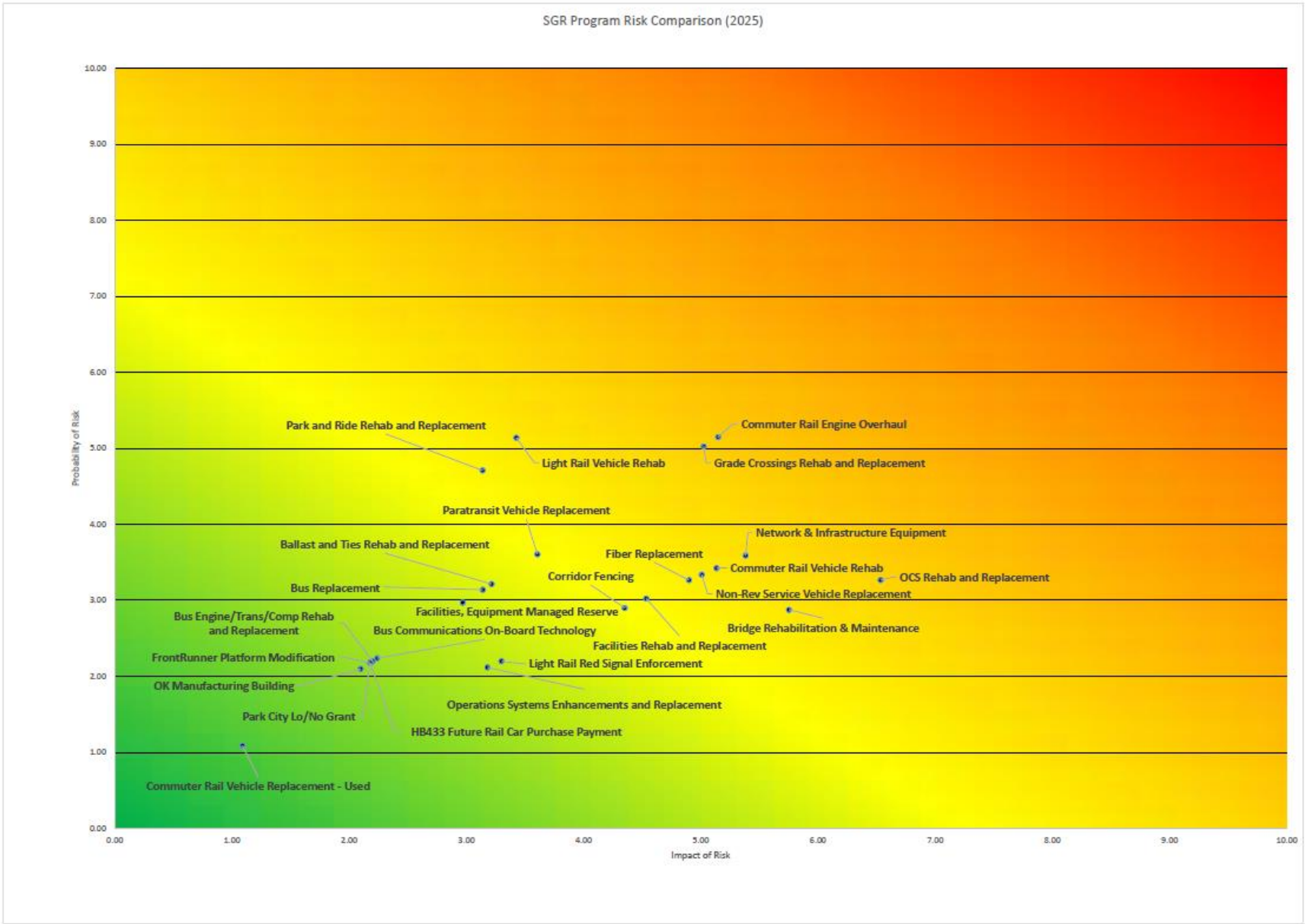
Prioritization Score Valuation Guide:
In order to establish a value greater than 1 on the Public Safety Consideration, raters must first establish an existing public safety hazard and then consider the improvement

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3- Marginal improvement
4- Moderate improvement
5- Significant improvement
Overall Score is the sum of the three values

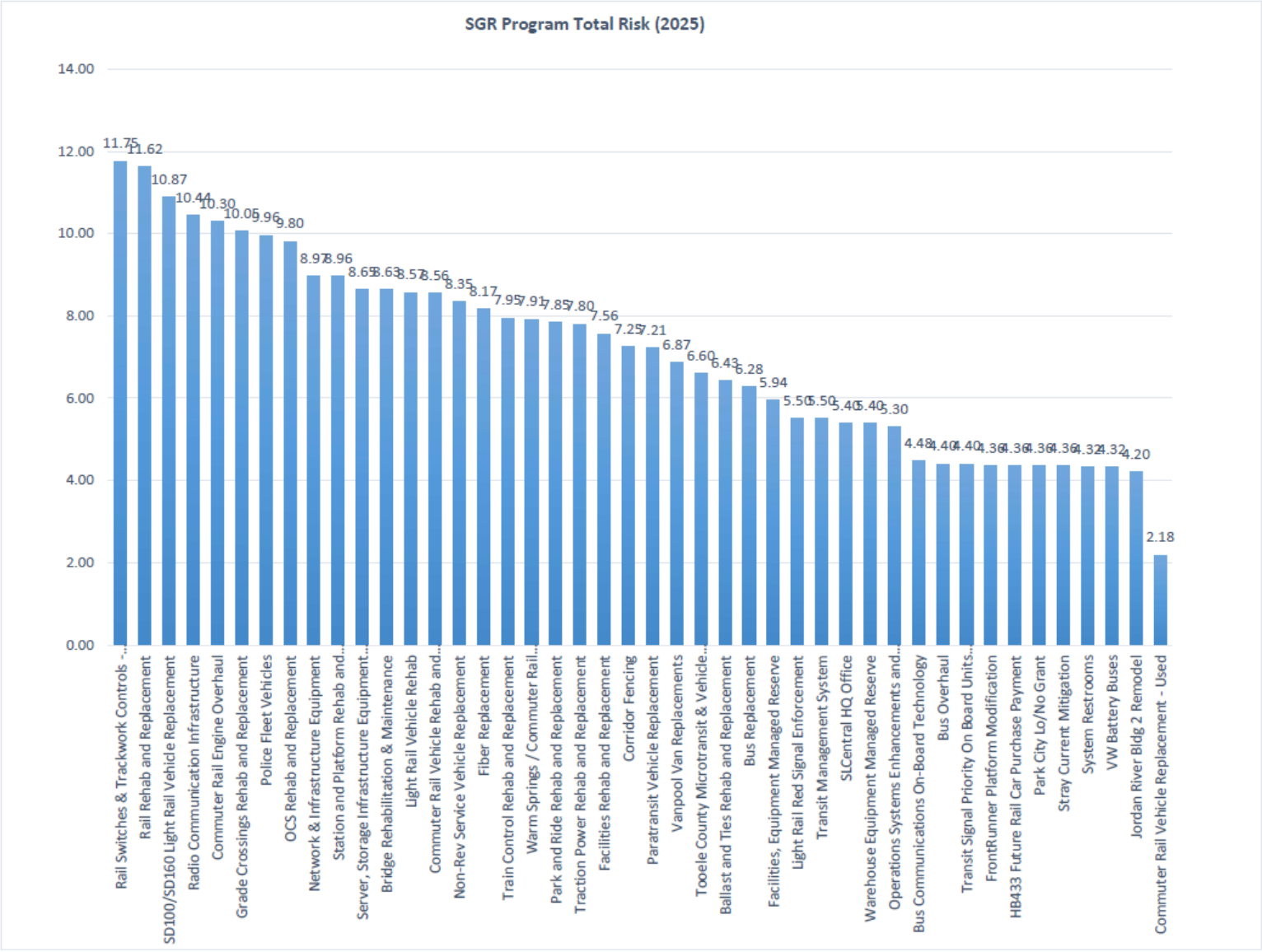
Risk Considerations:
Scale on 1-5. 1 being no risk, 5 being catastrophic.
1- No Risk
2- Minimal Risk
3- Moderate Risk
4- Major Risk
5- Catastrophic Risk
Total Risk Score is the product of the two items

	TERM Lite Values			Prioritization Score					Correlation Factor	Risk Considerations		Graph Values		
Project Name	Priority Score Min	Priority Score Max	Priority Score Average	Public Safety	Operational Schedule/ Performance	Quality of Life / Accessibility, Strategy	Customer Experience	Overall Priority Score	`(PSA+OPS)/100	Impact of Failure	Likelihood of Failure	Risk Plot (X Axis)	Risk Plot (Y Axis)	Total Risk
Tooele County Microtransit & Vehicle Electrification				2	2	3	3	10	0.1	3	3	3.3	3.3	6.6
Traction Power Rehab and Replacement	23.25	68.05	46.94	2	2	2	3	9	0.5594	2	3	3.1188	4.6782	7.797
Train Control Rehab and Replacement	22.80	66.44	48.94	3	2	2	3	10	0.5894	3	2	4.7682	3.1788	7.947
Transit Management System				2	3	2	3	10	0.1	2	3	2.2	3.3	5.5
Transit Signal Priority On Board Units (TOBU) Project				2	3	2	3	10	0.1	2	2	2.2	2.2	4.4
Vanpool Van Replacements	32.77	90.55	62.68	2	2	2	3	9	0.7168	2	2	3.4336	3.4336	6.8672
VW Battery Buses				2	2	2	2	8	0.08	2	2	2.16	2.16	4.32
Warehouse Equipment Managed Reserve				2	2	2	2	8	0.08	2	3	2.16	3.24	5.4
Warm Springs / Commuter Rail Maintenance & Ops Facility				3	4	3	3	13	0.13	4	3	4.52	3.39	7.91

SGR Program Risk Scoring



SGR Program Total Risk Sheet



Investment Prioritization Excerpt- SGR Program 2025-2029 Five Year Capital Plan

Project Code	Project Name	Total Risk	Total Rank	2025	2026	2027	2028	2029
SGR404	Rail Switches & Trackwork Controls - Rehab/Replacement	11.75	1	$ 500,000	$ 4,500,000	$ 1,600,000	$ 1,400,000	
SGR385	Rail Rehab and Replacement	11.62	2	$ 6,200,000	$ 2,435,000	$ 4,500,000	$ 3,987,000	
REV238	SD100/SD160 Light Rail Vehicle Replacement	10.87	3	$ 36,000,000	$ 36,000,000	$ 37,900,000	$ 120,000,000	
ICI226	New Radio Communication System	10.44	4	$ 7,000,000	$ 500,000	$ 150,000	$ 150,000	
SGR353	Commuter Rail Engine Overhaul	10.30	5					
SGR393	Grade Crossings Rehab and Replacement	10.05	6	$ 4,500,000	$ 2,200,000	$ 2,200,000	$ 4,000,000	
FMA543	Police Fleet Vehicles	9.96	7	$ 605,000	$ 605,000	$ 605,000	$ 385,000	
SGR398	OCS Rehab and Replacement	9.80	8	$ 5,900,000	$ 10,000,000	$ 10,000,000	$ 10,000,000	
ICI179	Network & Infrastructure Equipment	8.97	9	$ 939,000	$ 279,000	$ 150,000	$ 150,000	
FMA673	Station and Platform Rehab and Replacement	8.96	10	$ 434,000	$ 200,000	$ 200,000	$ 200,000	
ICI201	Server, Storage Infrastructure Equipment and Software	8.65	11	$ 394,000	$ 200,000	$ 173,000	$ 1,050,000	
SGR359	Bridge Rehabilitation & Maintenance	8.63	12	$ 420,000	$ 440,000	$ 460,000	$ 500,000	
SGR040	Light Rail Vehicle Rehab	8.57	13	$ 11,000,000	$ 9,000,000	$ 9,000,000	$ 9,000,000	
SGR391	Commuter Rail Vehicle Rehab and Replacement	8.56	14	$ 3,750,000	$ 3,750,000	$ 3,750,000	$ 3,750,000	
REV205	Non-Rev Service Vehicle Replacement	8.35	15	$ 5,000,000	$ 3,000,000	$ 3,000,000	$ 3,000,000	
SGR410	Fiber Replacement	8.17	16	$ 1,519,000	$ 679,000	$ 682,000	$ 686,000	
SGR403	Train Control Rehab and Replacement	7.95	17	$ 10,900,000	$ 9,467,000	$ 9,900,000	$ 10,400,000	
FMA692	Warm Springs / Commuter Rail Maintenance & Ops Facility	7.91	18	$ 3,500,000	$ 6,000,000	$ 20,000,000	$ 5,500,000	
FMA672	Park and Ride Rehab and Replacement	7.85	19	$ 400,000	$ 400,000	$ 400,000	$ 400,000	
SGR397	Traction Power Rehab and Replacement	7.80	20	$ 4,300,000				
FMA653	Facilities Rehab and Replacement	7.56	21	$ 1,130,000	$ 800,000	$ 800,000	$ 800,000	
FMA516	Corridor Fencing	7.25	22	$ 60,000	$ 60,000	$ 60,000	$ 60,000	
REV209	Paratransit Vehicle Replacement	7.21	23	$ 4,851,000	$ 3,961,000	$ 5,780,000	$ 5,967,000	
REV232	Vanpool Van Replacements	6.87	24	$ 1,716,000	$ 1,757,000	$ 1,800,000	$ 1,843,000	
REV234	Tooele County Microtransit & Vehicle Electrification	6.60	25	$ 125,000				
SGR401	Ballast and Ties Rehab and Replacement	6.43	26	$ 300,000	$ 300,000	$ 300,000	$ 300,000	
REV211	Bus Replacement	6.28	27	$ 30,000,000	$ 30,000,000	$ 30,000,000	$ 30,000,000	
FMA652	Facilities, Equipment Managed Reserve	5.94	28	$ 800,000	$ 800,000	$ 800,000	$ 800,000	
ICI217	Transit Management System	5.50	30					
SGR370	Light Rail Red Signal Enforcement	5.50	29	$ 3,409,000	$ 2,863,000			
FMA686	Warehouse Equipment Managed Reserve	5.40	32	$ 94,000	$ 55,000	$ 123,000	$ 36,000	
MSP262	SLCentral HQ Office	5.40	31					
ICI230	Operations Systems Enhancements and Replacement	5.30	33	$ 2,150,000	$ 1,500,000	$ 750,000		
ICI197	Bus Communications On-Board Technology	4.48	34	$ 200,000	$ 200,000	$ 200,000	$ 200,000	
MSP270	Transit Signal Priority On Board Units (TOBU) Project	4.40	36	$ 1,711,000	$ 933,000	$ 449,000	$ 449,000	
REV224	Bus Overhaul	4.40	35	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	
REV239	HB433 Future Rail Car Purchase Payment	4.36	38	$ 5,000,000	$ 5,000,000	$ 5,000,000	$ 5,000,000	
MSP282	FrontRunner Platform Modification	4.36	37					
REV212	Park City Lo/No Grant	4.36	39					
SGR047	Stray Current Mitigation	4.36	40	$ 526,000	$ 542,000	$ 558,000	$ 575,000	
REV236	VW Battery Buses	4.32	42					
SGR409	System Restrooms	4.32	41	$ 2,245,000	$ 1,120,000	$ 1,120,000		
SGR390	Jordan River Bldg 2 Remodel	4.20	43	$ 5,500,000	$ 2,000,000			
REV233	Commuter Rail Vehicle Replacement - Used	2.18	44	$ 5,500,000	$ 5,000,000			

Appendix O – UTA Five-Year Capital Plan, 2024 - 2028

2024-2028 Five Year Capital Plan

Total Chief Office/Project Name	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2028 Total Budget	2024-2028 Budget
Capital Services	206,515,000	275,072,000	228,033,000	168,750,000	228,986,000	1,107,356,000
FMA516 - Corridor Fencing	62,000	60,000	60,000	60,000	60,000	302,000
FMA679 - Building Remodels/Reconfigurations	1,465,000	1,290,000	1,190,000	1,040,000	540,000	5,525,000
FMA680 - Suicide Prevention Research Project	221,000	-	-	-	-	221,000
FMA687 - Layton Station Improvements	72,000	550,000	-	-	-	622,000
FMA690 - Facility Program Development & Design	750,000	150,000	150,000	-	-	1,050,000
FMA692 - Warm Springs Upgrades	-	3,500,000	6,000,000	20,000,000	5,500,000	35,000,000
FMA693 - Meadowbrook Electrification	231,000	1,786,000	1,836,000	-	-	3,853,000
FMA694 - Electric Bus Chargers	-	500,000	2,065,000	2,065,000	2,065,000	6,695,000
FMA695 - Facility Program	-	-	-	-	-	-
MSP102 - Depot District	500,000	-	-	-	-	500,000
MSP132- IPCS Tech Support	43,000					43,000
MSP140 - Box Elder County Corridor Preservation	550,000	2,300,000	2,300,000	2,300,000	2,300,000	9,750,000
MSP156- Prop 1 Davis County	923,000					923,000
MSP185 - Ogden/Weber State University BRT	5,600,000	-	-	-	-	5,600,000
MSP189 - Signal Pre-emption Projects w/UDOT	114,000	-	-	-	-	114,000
MSP193 - Weber County Corridor Preservation	250,000	2,700,000	2,700,000	-	-	5,650,000
MSP202 - Davis-SLC Community Connector	2,200,000	3,400,000	-	-	-	5,600,000
MSP205- Tiger Program of Projects	2,042,000					2,042,000

MSP207 - 3300/3500 South Max EXP\Optimization	2,361,000	-	-	-	-	2,361,000
MSP208 - Clearfield FR Station Trail	2,210,000	-	-	-	-	2,210,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,145,000	1,145,000	-	-	-	2,290,000
MSP216 - Point of the Mountain Transit	1,500,000	500,000	500,000	500,000	1,000,000	4,000,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	378,000	378,000	-	-	-	756,000
MSP228- Operator Restrooms in Salt Lake County	61,000					61,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	1,563,000	-	-	-	-	1,563,000
MSP231- Operator Shack at University Medical EOL	84,000					84,000
MSP240 - Operator Restrooms throughout System	2,685,000	-	-	-	-	2,685,000
MSP247- Light Rail Seat Replacement	250,000					250,000
MSP248 - Planning & Environmental Analysis	1,150,000	300,000	300,000	300,000	300,000	2,350,000
MSP252 - FrontRunner Strategic Double Tracking Project	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
MSP253 - Mid-Valley Connector	10,000,000	45,700,000	44,987,000	-	-	100,687,000
MSP254 - TechLink	1,250,000	-	-	-	-	1,250,000
MSP255 - Central Corridor	100,000	-	-	-	-	100,000
MSP257- Gap Filler on FR Stations	681,000					681,000
MSP258 - Mt. Ogden Amin Bldg. Expansion	1,330,000	5,355,000	5,020,000	-	-	11,705,000
MSP259 - S-Line Extension	4,000,000	11,746,000	-	-	-	15,746,000
MSP260 - Westside Express (5600 West)	3,500,000	16,500,000	15,000,000	8,122,000	-	43,122,000
MSP262 - SLCentral HQ Office	4,220,000	-	-	-	-	4,220,000
MSP263 - TOD Working Capital	394,000	688,000	688,000	688,000	688,000	3,146,000

MSP264 - FrontRunner Extension to Payson	3,130,000	3,080,000	3,080,000	-	-	9,290,000
MSP265 - Program Management Support	1,970,000	3,000,000	3,000,000	3,000,000	3,000,000	13,970,000
MSP267 - New Maintenance Training Facility	3,143,000	5,229,000	714,000	-	-	9,086,000
MSP271 - MOW Training Yard	4,245,000	2,607,000	587,000	-	-	7,439,000
MSP272 - TRAX Operational Simulator	1,384,000	-	-	-	-	1,384,000

Total Chief Office/Project Name	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2028 Total Budget	2024-2028 Budget
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-
MSP275 - Station Area Planning	1,239,000	-	-	-	-	1,239,000
MSP283 - ROW & Facility Property Opportunity Buy	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
MSP286 - Utah County Park & Ride Lots	1,000,000	3,585,000	-	-	-	4,585,000
MSP287 - 900 East UVX Station	4,200,000	-	-	-	-	4,200,000
MSP288 - Sustainability Project Pool	350,000	100,000	100,000	100,000	100,000	750,000
MSP289 - Historic Orchard Pathway (Box Elder County)	206,000	-	-	-	-	206,000
MSP290- Orange Street Microtransit	14,000					14,000
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	100,000	3,700,000	-	-	-	3,800,000
MSP300 - New TRAX platform in South Jordan	4,500,000	1,500,000	-	-	-	6,000,000
MSP301 - Federal Bus Stops 5339	802,000	802,000	717,000	-	-	2,321,000
MSP312 - Point of the Mountain FrontRunner Station	300,000	300,000				600,000
MSP313 - Electric Charger Program	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	6,712,000	5,000,000	3,000,000	3,000,000	3,000,000	20,712,000

REV209 - Paratransit Replacements	11,581,000	4,851,000	3,961,000	5,780,000	5,967,000	32,140,000
REV211 - Replacement Buses	5,226,000	30,000,000	30,000,000	30,000,000	30,000,000	125,226,000
REV212 - Park City Lo/No Grant	998,000	-	-	-	-	998,000
REV224 - Bus Overhaul	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
REV232 - Van Pool Van Replacements	3,685,000	1,716,000	1,757,000	1,800,000	1,843,000	10,801,000
REV233 - Commuter Rail Vehicle Procurement - Used	500,000	5,500,000	5,000,000	-	-	11,000,000
REV236 - VW Battery Buses	7,391,000	-	-	-	-	7,391,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	10,000,000	36,000,000	36,000,000	37,900,000	120,000,000	239,900,000
REV240 - Motor Pool Key Management System	330,000	-	-	-	-	330,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	100,000	100,000	100,000	100,000	500,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR040 - Light Rail Vehicle Rehab	9,500,000	11,000,000	9,000,000	9,000,000	9,000,000	47,500,000
SGR047 - LRT Stray Current Control	511,000	526,000	542,000	558,000	575,000	2,712,000
SGR353 - Commuter Rail Engine Overhaul	4,348,000	-	-	-	-	4,348,000
SGR359 - Bridge Rehabilitation & Maintenance	444,000	420,000	440,000	460,000	500,000	2,264,000
SGR370 - Red Signal Enforcement	4,306,000	3,409,000	2,863,000	-	-	10,578,000
SGR385 - Rail Replacement Program	6,100,000	6,200,000	2,435,000	4,500,000	3,987,000	23,222,000
SGR390 - Jordan River #2 Remodel	5,500,000	5,500,000	2,000,000	-	-	13,000,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	1,000,000	3,750,000	3,750,000	3,750,000	3,750,000	16,000,000
SGR393 - Grade Crossing Replacement Program	4,689,000	4,500,000	2,200,000	2,200,000	4,000,000	17,589,000
SGR397 - TPSS Component Replacement	15,588,000	4,300,000	-	-	-	19,888,000

SGR398 - OCS Rehab/Replace	3,400,000	5,900,000	10,000,000	10,000,000	10,000,000	39,300,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,062,000	10,900,000	9,467,000	9,900,000	10,400,000	46,729,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,400,000	500,000	4,500,000	1,600,000	1,400,000	12,400,000
SGR407 - Bus Stop Enhancements	3,049,000	1,275,000	1,275,000	1,275,000	1,275,000	8,149,000
SGR408 - Route End of Line (EOL) Enhancements	225,000	1,650,000	1,650,000	1,650,000	1,650,000	6,825,000
SGR409 - System Restrooms	1,685,000	2,245,000	1,120,000	1,120,000	-	6,170,000
SGR410 - Fiber Rehab/Replacement	3,352,000	1,519,000	679,000	682,000	686,000	6,918,000
SGR411 - Farmington Ped Bridge Repairs	65,000	560,000	-	-	-	625,000
Enterprise Strategy	10,748,000	14,328,000	6,274,000	3,398,000	2,875,000	37,623,000

Total Chief Office/Project Name	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2028 Total Budget	2024-2028 Budget
ICI001 - Passenger Information	1,400,000	1,350,000	1,350,000	-	-	4,100,000
ICI146 - FrontRunner WiFi Enhancements	1,038,000	100,000	100,000	50,000	50,000	1,338,000
ICI173 - JDE System Enhancements	93,000	50,000	50,000	50,000	50,000	293,000
ICI179 - Network Infrastructure Equipment & Software	384,000	939,000	279,000	150,000	150,000	1,902,000
ICI185 - WFRC Grant for Passenger Info Improvements	295,000	-	-	-	-	295,000
ICI186 - In House Application Development	231,000	200,000	200,000	200,000	200,000	1,031,000
ICI191 - IT Managed Reserves	407,000	400,000	400,000	400,000	400,000	2,007,000
ICI197 - Bus Communications On-Board Technology	200,000	200,000	200,000	200,000	200,000	1,000,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	500,000	260,000	475,000	250,000	525,000	2,010,000

ICI199 - Rail Communication Onboard Tech	100,000	100,000	75,000	50,000	50,000	375,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	449,000	394,000	200,000	173,000	1,050,000	2,266,000
ICI202 - Radio Comm Infrastructure	84,000	50,000	50,000	50,000	50,000	284,000
ICI214 - APC Upgrade	300,000	850,000	750,000	600,000	-	2,500,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	170,000	-	-	-	-	170,000
ICI217 - Transit Management System	200,000	-	-	-	-	200,000
ICI221 - Customer Relations Software Replacement	368,000					368,000
ICI224 - JDE 9.2 Applications Upgrade UNx	10,000	225,000	-	225,000	-	460,000
ICI225- SharePoint 2016 Migration to SharePoint Online	62,000					62,000
ICI226 - New Radio Communication System	2,000,000	7,000,000	500,000	150,000	150,000	9,800,000
ICI230 - Operations Systems	2,400,000	2,150,000	1,500,000	750,000	-	6,800,000
ICI231 - United Way Tablet Upgrade	57,000	-	-	-	-	57,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	60,000	145,000	100,000	-	305,000
Executive Director (Safety)	2,628,000	1,736,000	1,725,000	1,716,000	1,229,000	9,034,000
FMA604 - Safety General Projects	55,000	120,000	120,000	120,000	120,000	535,000
FMA645 - Camera Sustainability	670,000	656,000	645,000	636,000	449,000	3,056,000
FMA658 - Bus Replacement Camera System	800,000	620,000	620,000	620,000	620,000	3,280,000
FMA681 - Arc Flash Analysis	763,000	-	-	-	-	763,000
ICI140 - Next Crossing Cameras	40,000	40,000	40,000	40,000	40,000	200,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	300,000	300,000	300,000	300,000	-	1,200,000
Finance	28,180,000	19,110,000	18,780,000	16,496,000	20,466,000	103,032,000

CDA006 - 5310 Administration Funds All Years	304,000	313,000	323,000	332,000	342,000	1,614,000
FMA686 - Warehouse Equipment Managed Reserve	286,000	94,000	55,000	123,000	36,000	594,000
ICI213 - eVoucher Phase 2	334,000	50,000	-	-	-	384,000
ICI222 - ICI222- Fares Systems Replacement Program	12,141,000	4,996,000	5,269,000	2,014,000	6,341,000	30,761,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	200,000	-	-	-	-	200,000
MSP221 - FFY 2018 20-1902 Grant O/L 5310	200,000	-	-	-	-	200,000
MSP222 - FFY 2018 20-1903 P/O 5310	200,000	-	-	-	-	200,000
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	50,000	-	-	-	-	50,000
MSP276 - FFY 2022 UT 2023 SL/WV 5310	1,000,000	591,000	-	-	-	1,591,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	500,000	115,000	-	-	-	615,000
MSP278 - FFY 2022 UT02023 O/L 5310	700,000	135,000	-	-	-	835,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	400,000	125,000	-	-	-	525,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	500,000	252,000	-	-	-	752,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	300,000	89,000	-	-	-	389,000
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	50,000	-	-	-	-	50,000

Total Chief Office/Project Name	2024 Total Budget	2025 Total Budget	2026 Total Budget	2027 Total Budget	2028 Total Budget	2024-2028 Budget
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	900,000	50,000	-	-	-	950,000
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	50,000	-	-	-	-	50,000
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	500,000	50,000	-	-	-	550,000
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	300,000	50,000	-	-	-	350,000
MSP302 - FFY 2024 O/L 5310	-	-	700,000	186,000	-	886,000

MSP303 - FFY 2023 O/L 5310	-	700,000	160,000	-	-	860,000
MSP304 - FFY 2023 P/O 5310	-	500,000	134,000	-	-	634,000
MSP305 - FFY 2023 SL/WV 5310	-	1,000,000	639,000	-	-	1,639,000
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	3,423,000	3,423,000
MSP307 - FFY 2025 All UZAs 5310	-	-	-	3,000,000	324,000	3,324,000
MSP308 - FFY 2024 SL/WV 5310	-	-	1,000,000	688,000	-	1,688,000
MSP309 - FFY 2024 P/O 5310	-	-	500,000	153,000	-	653,000
MSP999 - Capital Contingency	4,265,000	5,000,000	5,000,000	5,000,000	5,000,000	24,265,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Operations	7,878,000	10,249,000	5,685,000	3,080,000	2,860,000	29,752,000
FMA543 - Police Fleet Vehicles	1,836,000	605,000	605,000	605,000	385,000	4,036,000
FMA652 - Facilities, Equipment Managed Reserve	852,000	800,000	800,000	800,000	800,000	4,052,000
FMA653 - Facilities Rehab/Replacement	1,141,000	1,130,000	800,000	800,000	800,000	4,671,000
FMA672 - Park & Ride Rehab/Replacement	450,000	400,000	400,000	400,000	400,000	2,050,000
FMA673 - Stations and Platforms Rehab/Replacement	557,000	434,000	200,000	200,000	200,000	1,591,000
FMA684 - Police Managed Reserve	330,000	275,000	275,000	275,000	275,000	1,430,000
FMA685 - Wheel Truing Machine JRSC	500,000	3,500,000	2,000,000	-	-	6,000,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	250,000	-	-	-	-	250,000
FMA689 - New Bid Trailer for MB building 7	143,000	-	-	-	-	143,000
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	175,000	-	-	-	-	175,000
MSP210 - FrontRunner Bike Rack project	300,000	-	-	-	-	300,000

SGR386 - LRV repairs for 1137 and 1122	1,344,000	3,105,000	605,000	-	-	5,054,000
People	2,155,000	2,020,000	1,180,000	-	-	5,355,000
ICI228 - CPO New HRIS system application upgrade	2,000,000	1,570,000	1,180,000	-	-	4,750,000
MSP291 - CareATC Location Build Out	80,000	-	-	-	-	80,000
MSP310 - Bus Training Simulator	75,000	450,000	-	-	-	525,000
Planning & Engagement	6,436,000	3,444,000	1,675,000	1,149,000	1,149,000	13,853,000
MSP198 - Wayfinding Plan	1,338,000	300,000	300,000	300,000	300,000	2,538,000
MSP268 - Optical Detection Next Steps	300,000					300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	925,000	1,711,000	933,000	449,000	449,000	4,467,000
MSP284 - Route Planning Restoration using Equity Index	285,000	-	-	-	-	285,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000
MSP292 - AOPP: Paratransit Forward Study	351,000	-	-	-	-	351,000
MSP294 - Planning Studies Managed Reserves	900,000	605,000	300,000	300,000	300,000	2,405,000
MSP314 - One-Time UTA On Demand Funds	326,000	-	-	-	-	326,000
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	910,000	603,000	42,000	-	-	1,555,000
REV234 - Tooele County Microtransit & Vehicle Electrification	1,001,000	125,000	-	-	-	1,126,000
Grand Total	**264,540,000**	**325,959,000**	**263,352,000**	**194,589,000**	**257,565,000**	**1,306,005,000**

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2024-2028 Total Budget Details

Chief Office/Project Name	2024-2028 Total Budget	2024-2028 Total Budget- Bonds	2024-2028 Total Budget- Grants Award Executed	2024-2028 Total Budget- Lease	2024-2028 Total Budget- State	2024-2028 Total Budget- Local Partner	2024-2028 Total Budget- UTA Local
Capital Services	1,107,356,000	130,352,000	312,218,000	262,992,000	122,692,000	9,545,000	269,557,000
FMA516 - Corridor Fencing	302,000	-	-	-	-	-	302,000
FMA679 - Building Remodels/Reconfigurations	5,525,000	-	-	-	-	-	5,525,000
FMA680 - Suicide Prevention Research Project	221,000	-	128,000	-	-	-	93,000
FMA687 - Layton Station Improvements2	622,000	-	-	-	-	-	622,000
FMA690 - Facility Program Development & Design	1,050,000	-	-	-	-	-	1,050,000
FMA692 - Warm Springs Upgrades	35,000,000	-	-	35,000,000	-	-	-
FMA693 - Meadowbrook Electrification	3,853,000	-	-	-	-	-	3,853,000
FMA694 - Electric Bus Chargers	6,695,000	-	-	-	-	-	6,695,000
FMA695 - Facility Program	-	-	-	-	-	-	-
MSP102 - Depot District	500,000	-	-	-	-	-	500,000
MSP132- IPCS Tech Support	43,000	-	-	-	-	-	43,000
MSP140 - Box Elder County Corridor Preservation	9,750,000	-	-	-	-	-	9,750,000
MSP156- Prop 1 Davis County	923,000	-	-	-	-	-	923,000
MSP185 - Ogden/Weber State University BRT	5,600,000	-	4,935,000	-	-	140,000	525,000
MSP189 - Signal Pre-emption Projects w/UDOT	114,000	-	-	-	114,000	-	-
MSP193 - Weber County Corridor Preservation	5,650,000	-	1,500,000	-	-	-	4,150,000
MSP202 - Davis-SLC Community Connector	5,600,000	-	1,455,000	-	4,100,000	-	45,000
MSP205- Tiger Program of Projects	2,042,000	-	644,000	-	197,000	250,000	951,000
MSP207 - 3300/3500 South Max EXP\Optimization	2,361,000	-	2,196,000	-	-	-	165,000
MSP208 - Clearfield FR Station Trail	2,210,000	-	1,404,000	-	-	106,000	700,000
MSP215 - Sharp/Tintic Rail Corridor Connection	2,290,000	-	-	-	2,000,000	-	290,000
MSP216 - Point of the Mountain Transit	4,000,000	-	2,000,000	-	2,000,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	756,000	-	706,000	-	-	-	50,000
MSP228- Operator Restrooms in Salt Lake County	61,000	-	-	-	-	-	61,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	1,563,000	-	-	-	-	-	1,563,000
MSP231- Operator Shack at University Medical EOL	84,000	-	-	-	-	-	84,000
MSP240 - Operator Restrooms throughout System	2,685,000	-	1,179,000	-	-	-	1,506,000
MSP247- Light Rail Seat Replacement	250,000	-	-	-	-	-	250,000
MSP248 - Planning & Environmental Analysis	2,350,000	-	-	-	-	-	2,350,000
MSP252 - FrontRunner Strategic Double Tracking Project	10,000,000	-	-	-	10,000,000	-	-
MSP253 - Mid-Valley Connector	100,687,000	-	64,776,000	-	34,911,000	-	1,000,000
MSP254 - TechLink	1,250,000	-	950,000	-	-	-	300,000
MSP255 - Central Corridor	100,000	-	-	-	-	-	100,000
MSP257- Gap Filler on FR Stations	681,000	-	-	-	-	-	681,000
MSP258 - Mt. Ogden Amin Bldg. Expansion	11,705,000	11,705,000	-	-	-	-	-
MSP259 - S-Line Extension	15,746,000	-	-	-	12,000,000	-	3,746,000
MSP260 - Westside Express (5600 West)	43,122,000	-	22,600,000	-	20,522,000	-	-

MSP262 - SLCentral HQ Office	4,220,000	-	-	-	-	-	4,220,000
MSP263 - TOD Working Capital	3,146,000	-	-	-	-	-	3,146,000
MSP264 - FrontRunner Extension to Payson	9,290,000	-	450,000	-	6,248,000	1,298,000	1,294,000
MSP265 - Program Management Support	13,970,000	-	-	-	-	-	13,970,000
MSP267 - New Maintenance Training Facility	9,086,000	-	-	9,086,000	-	-	-
MSP271 - MOW Training Yard	7,439,000	-	-	7,439,000	-	-	-
MSP272 - TRAX Operational Simulator	1,384,000	-	-	-	-	-	1,384,000
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-
MSP275 - Station Area Planning	1,239,000	-	991,000	-	-	128,000	120,000
MSP283 - ROW & Facility Property Opportunity Buy	5,000,000	-	-	-	-	-	5,000,000
MSP286 - Utah County Park & Ride Lots	4,585,000	-	4,264,000	-	-	-	321,000
MSP287 - 900 East UVX Station	4,200,000	-	3,907,000	-	-	-	293,000
MSP288 - Sustainability Project Pool	750,000	-	-	-	-	-	750,000
MSP289 - Historic Orchard Pathway (Box Elder County)	206,000	-	187,000	-	-	-	19,000

Chief Office/Project Name	2024-2028 Total Budget	2024-2028 Total Budget- Bonds	2024-2028 Total Budget- Grants Award Executed	2024-2028 Total Budget- Lease	2024-2028 Total Budget- State	2024-2028 Total Budget- Local Partner	2024-2028 Total Budget- UTA Local
MSP290- Orange Street Microtransit	14,000	-	-	-	-	-	14,000
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	3,800,000	-	-	-	-	-	3,800,000
MSP300 - New TRAX platform in South Jordan	6,000,000	-	-	-	-	6,000,000	-
MSP301 - Federal Bus Stops 53392	2,321,000	-	1,855,000	-	-	-	466,000
MSP312 - Point of the Mountain FrontRunner Station	600,000	-	-	-	600,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	20,712,000	-	-	20,000,000	-	-	712,000
REV209 - Paratransit Replacements	32,140,000	-	-	31,940,000	-	-	200,000
REV211 - Replacement Buses	125,226,000	-	-	124,726,000	-	-	500,000
REV212 - Park City Lo/No Grant	998,000	-	-	-	-	998,000	-
REV224 - Bus Overhaul	7,500,000	-	-	-	-	-	7,500,000
REV232 - Van Pool Van Replacements	10,801,000	-	-	10,801,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	11,000,000	-	-	11,000,000	-	-	-
REV236 - VW Battery Buses	7,391,000	-	3,268,000	-	-	625,000	3,498,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	239,900,000	118,647,000	91,253,000	-	30,000,000	-	-
REV240 - Motor Pool Key Management System2	330,000	-	-	-	-	-	330,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)2	500,000	-	-	-	-	-	500,000
REV242 - Replacement Non-rev equipment/special vehicles	2,500,000	-	-	-	-	-	2,500,000
SGR040 - Light Rail Vehicle Rehab	47,500,000	-	30,400,000	-	-	-	17,100,000
SGR047 - LRT Stray Current Control	2,712,000	-	-	-	-	-	2,712,000
SGR353 - Commuter Rail Engine Overhaul	4,348,000	-	-	-	-	-	4,348,000
SGR359 - Bridge Rehabilitation & Maintenance	2,264,000	-	-	-	-	-	2,264,000
SGR370 - Red Signal Enforcement	10,578,000	-	-	-	-	-	10,578,000
SGR385 - Rail Replacement Program	23,222,000	-	18,577,000	-	-	-	4,645,000

2024-2028 Total Budget Details

SGR390 - Jordan River #2 Remodel	13,000,000	-	-	13,000,000	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	16,000,000	-	-	-	-	-	16,000,000
SGR393 - Grade Crossing Replacement Program	17,589,000	-	14,071,000	-	-	-	3,518,000
SGR397 - TPSS Component Replacement	19,888,000	-	15,818,000	-	-	-	4,070,000
SGR398 - OCS Rehab/Replace	39,300,000	-	22,704,000	-	-	-	16,596,000
SGR401 - Ballast and Tie replacement	1,500,000	-	-	-	-	-	1,500,000
SGR403 - Train Control Rehab & Replacement	46,729,000	-	-	-	-	-	46,729,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	12,400,000	-	-	-	-	-	12,400,000
SGR407 - Bus Stop Enhancements	8,149,000	-	-	-	-	-	8,149,000
SGR408 - Route End of Line (EOL) Enhancements	6,825,000	-	-	-	-	-	6,825,000
SGR409 - System Restrooms	6,170,000	-	-	-	-	-	6,170,000
SGR410 - Fiber Rehab/Replacement	6,918,000	-	-	-	-	-	6,918,000
SGR411 - Farmington Ped Bridge Repairs2	625,000	-	-	-	-	-	625,000
Enterprise Strategy	37,623,000	-	241,000	-	-	-	37,382,000
ICI001 - Passenger Information	4,100,000	-	-	-	-	-	4,100,000
ICI146 - FrontRunner WiFi Enhancements	1,338,000	-	-	-	-	-	1,338,000
ICI173 - JDE System Enhancements	293,000	-	-	-	-	-	293,000
ICI179 - Network Infrastructure Equipment & Software	1,902,000	-	-	-	-	-	1,902,000
ICI185 - WFRC Grant for Passenger Info Improvements	295,000	-	241,000	-	-	-	54,000
ICI186 - In House Application Development	1,031,000	-	-	-	-	-	1,031,000
ICI191 - IT Managed Reserves	2,007,000	-	-	-	-	-	2,007,000
ICI197 - Bus Communications On-Board Technology	1,000,000	-	-	-	-	-	1,000,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	2,010,000	-	-	-	-	-	2,010,000
ICI199 - Rail Communication Onboard Tech	375,000	-	-	-	-	-	375,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	2,266,000	-	-	-	-	-	2,266,000
ICI202 - Radio Comm Infrastructure	284,000	-	-	-	-	-	284,000
ICI214 - APC Upgrade	2,500,000	-	-	-	-	-	2,500,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	170,000	-	-	-	-	-	170,000

Chief Office/Project Name	2024-2028 Total Budget	2024-2028 Total Budget- Bonds	2024-2028 Total Budget- Grants Award Executed	2024-2028 Total Budget- Lease	2024-2028 Total Budget- State	2024-2028 Total Budget- Local Partner	2024-2028 Total Budget- UTA Local
ICI217 - Transit Management System	200,000	-	-	-	-	-	200,000
ICI221 - Customer Relations Software Replacement	368,000	-	-	-	-	-	368,000
ICI224 - JDE 9.2 Applications Upgrade UNx	460,000	-	-	-	-	-	460,000
ICI225- SharePoint 2016 Migration to SharePoint Online	62,000	-	-	-	-	-	62,000
ICI226 - New Radio Communication System	9,800,000	-	-	-	-	-	9,800,000
ICI230 - Operations Systems	6,800,000	-	-	-	-	-	6,800,000
ICI231 - United Way Tablet Upgrade2	57,000	-	-	-	-	-	57,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	305,000	-	-	-	-	-	305,000
Executive Director (Safety)	9,034,000	-	-	-	-	-	9,034,000
FMA604 - Safety General Projects	535,000	-	-	-	-	-	535,000

2024-2028 Total Budget Details

FMA645 - Camera Sustainability	3,056,000	-	-	-	-	-	3,056,000
FMA658 - Bus Replacement Camera System	3,280,000	-	-	-	-	-	3,280,000
FMA681 - Arc Flash Analysis	763,000	-	-	-	-	-	763,000
ICI140 - Next Crossing Cameras	200,000	-	-	-	-	-	200,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	1,200,000	-	-	-	-	-	1,200,000
Finance	103,032,000	-	20,732,000	-	-	1,420,000	80,880,000
CDA006 - 5310 Administration Funds All Years	1,614,000	-	1,614,000	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	594,000	-	-	-	-	-	594,000
ICI213 - eVoucher Phase 2	384,000	-	124,000	-	-	-	260,000
ICI222 - ICI222- Fares Systems Replacement Program	30,761,000	-	-	-	-	-	30,761,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 53102	200,000	-	180,000	-	-	20,000	-
MSP221 - FFY 2018 20-1902 Grant O/L 53102	200,000	-	180,000	-	-	20,000	-
MSP222 - FFY 2018 20-1903 P/O 53102	200,000	-	180,000	-	-	20,000	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	50,000	-	50,000	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 53102	1,591,000	-	1,094,000	-	-	497,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	615,000	-	385,000	-	-	230,000	-
MSP278 - FFY 2022 UT02023 O/L 5310	835,000	-	572,000	-	-	263,000	-
MSP279 - FFY 2021 UT-2023-013 O/L 53102	525,000	-	525,000	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 53102	752,000	-	752,000	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 53102	389,000	-	389,000	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	50,000	-	50,000	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	950,000	-	760,000	-	-	190,000	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	50,000	-	50,000	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	550,000	-	440,000	-	-	110,000	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 53102	350,000	-	280,000	-	-	70,000	-
MSP302 - FFY 2024 O/L 5310	886,000	-	886,000	-	-	-	-
MSP303 - FFY 2023 O/L 5310	860,000	-	860,000	-	-	-	-
MSP304 - FFY 2023 P/O 5310	634,000	-	634,000	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	1,639,000	-	1,639,000	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	3,423,000	-	3,423,000	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	3,324,000	-	3,324,000	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	1,688,000	-	1,688,000	-	-	-	-
MSP309 - FFY 2024 P/O 5310	653,000	-	653,000	-	-	-	-
MSP999 - Capital Contingency	24,265,000	-	-	-	-	-	24,265,000
REV239 - HB322 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	25,000,000
Operations	29,752,000	-	1,237,000	-	-	-	28,515,000
FMA543 - Police Fleet Vehicles	4,036,000	-	960,000	-	-	-	3,076,000
FMA652 - Facilities, Equipment Managed Reserve	4,052,000	-	-	-	-	-	4,052,000
FMA653 - Facilities Rehab/Replacement	4,671,000	-	-	-	-	-	4,671,000
FMA672 - Park & Ride Rehab/Replacement	2,050,000	-	-	-	-	-	2,050,000
FMA673 - Stations and Platforms Rehab/Replacement	1,591,000	-	-	-	-	-	1,591,000
FMA684 - Police Managed Reserve	1,430,000	-	-	-	-	-	1,430,000

2024-2028 Total Budget Details

Chief Office/Project Name	2024-2028 Total Budget	2024-2028 Total Budget- Bonds	2024-2028 Total Budget- Grants Award Executed	2024-2028 Total Budget- Lease	2024-2028 Total Budget- State	2024-2028 Total Budget- Local Partner	2024-2028 Total Budget- UTA Local
FMA685 - Wheel Truing Machine JRSC	6,000,000	-	-	-	-	-	6,000,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot2	250,000	-	-	-	-	-	250,000
FMA689 - New Bid Trailer for MB building 72	143,000	-	-	-	-	-	143,000
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	175,000	-	-	-	-	-	175,000
MSP210 - FrontRunner Bike Rack project	300,000	-	277,000	-	-	-	23,000
SGR386 - LRV repairs for 1137 and 1122	5,054,000	-	-	-	-	-	5,054,000
People	5,355,000	-	-	-	-	-	5,355,000
ICI228 - CPO New HRIS system application upgrade	4,750,000	-	-	-	-	-	4,750,000
MSP291 - CareATC Location Build Out	80,000	-	-	-	-	-	80,000
MSP310 - Bus Training Simulator	525,000	-	-	-	-	-	525,000
Planning & Engagement	13,853,000	-	1,683,000	-	205,000	1,871,000	10,094,000
MSP198 - Wayfinding Plan	2,538,000	-	-	-	-	-	2,538,000
MSP268 - Optical Detection Next Steps	300,000	-	132,000	-	-	38,000	130,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	4,467,000	-	164,000	-	205,000	-	4,098,000
MSP284 - Route Planning Restoration using Equity Index	285,000	-	285,000	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	500,000	-	-	-	-	-	500,000
MSP292 - AOPP: Paratransit Forward Study	351,000	-	296,000	-	-	55,000	-
MSP294 - Planning Studies Managed Reserves	2,405,000	-	-	-	-	150,000	2,255,000
MSP314 - One-Time UTA On Demand Funds	326,000	-	-	-	-	-	326,000
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	1,555,000	-	-	-	-	1,555,000	-
REV234 - Tooele County Microtransit & Vehicle Electrification	1,126,000	-	806,000	-	-	73,000	247,000
Grand Total	**1,306,005,000**	**130,352,000**	**336,111,000**	**262,992,000**	**122,897,000**	**12,836,000**	**440,817,000**

2024 Capital Budget Details

Chief Office/Project Name	2024 Total Budget	2024 Total Budget- Bonds	2024 Total Budget- Grants Award Executed	2024 Total Budget- Lease	2024 Total Budget- State	2024 Total Budget- Local Partner	2024 Total Budget- UTA Funds
Capital Services	206,515,000	6,330,000	55,712,000	39,740,000	21,399,000	8,045,000	75,289,000
FMA516 - Corridor Fencing	62,000	-	-	-	-	-	62,000
FMA679 - Building Remodels/Reconfigurations	1,465,000	-	-	-	-	-	1,465,000
FMA680 - Suicide Prevention Research Project	221,000	-	128,000	-	-	-	93,000
FMA687 - Layton Station Improvements	72,000	-	-	-	-	-	72,000
FMA690 - Facility Program Development & Design	750,000	-	-	-	-	-	750,000
FMA692 - Warm Springs Upgrades	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	231,000	-	-	-	-	-	231,000
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-
MSP102 - Depot District	500,000	-	-	-	-	-	500,000
MSP132- IPCS Tech Support	43,000	-	-	-	-	-	43,000
MSP140 - Box Elder County Corridor Preservation	550,000	-	-	-	-	-	550,000
MSP156- Prop 1 Davis County	923,000	-	-	-	-	-	923,000
MSP185 - Ogden/Weber State University BRT	5,600,000	-	4,935,000	-	-	140,000	525,000
MSP189 - Signal Pre-emption Projects w/UDOT	114,000	-	-	-	114,000	-	-
MSP193 - Weber County Corridor Preservation	250,000	-	250,000	-	-	-	-
MSP202 - Davis-SLC Community Connector	2,200,000	-	970,000	-	1,200,000	-	30,000
MSP205- Tiger Program of Projects	2,042,000	-	644,000	-	197,000	250,000	951,000
MSP207 - 3300/3500 South Max EXP\Optimization	2,361,000	-	2,196,000	-	-	-	165,000
MSP208 - Clearfield FR Station Trail	2,210,000	-	1,404,000	-	-	106,000	700,000

MSP215 - Sharp/Tintic Rail Corridor Connection	1,145,000	-	-	-	1,000,000	-	145,000
MSP216 - Point of the Mountain Transit	1,500,000	-	1,500,000	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	378,000	-	353,000	-	-	-	25,000
MSP228- Operator Restrooms in Salt Lake County	61,000	-	-	-	-	-	61,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	1,563,000	-	-	-	-	-	1,563,000
MSP231- Operator Shack at University Medical EOL	84,000	-	-	-	-	-	84,000
MSP240 - Operator Restrooms throughout System	2,685,000	-	1,179,000	-	-	-	1,506,000
MSP247- Light Rail Seat Replacement	250,000	-	-	-	-	-	250,000
MSP248 - Planning & Environmental Analysis	1,150,000	-	-	-	-	-	1,150,000
MSP252 - FrontRunner Strategic Double Tracking Project	2,000,000	-	-	-	2,000,000	-	-
MSP253 - Mid-Valley Connector	10,000,000	-	-	-	10,000,000	-	-
MSP254 - TechLink	1,250,000	-	950,000	-	-	-	300,000
MSP255 - Central Corridor	100,000	-	-	-	-	-	100,000
MSP257- Gap Filler on FR Stations	681,000	-	-	-	-	-	681,000
MSP258 - Mt. Ogden Amin Bldg. Expansion	1,330,000	1,330,000	-	-	-	-	-
MSP259 - S-Line Extension	4,000,000	-	-	-	4,000,000	-	-
MSP260 - Westside Express (5600 West)	3,500,000	-	2,100,000	-	1,400,000	-	-
MSP262 - SLCentral HQ Office	4,220,000	-	-	-	-	-	4,220,000
MSP263 - TOD Working Capital	394,000	-	-	-	-	-	394,000
MSP264 - FrontRunner Extension to Payson	3,130,000	-	450,000	-	1,188,000	1,298,000	194,000
MSP265 - Program Management Support	1,970,000	-	-	-	-	-	1,970,000
MSP267 - New Maintenance Training Facility	3,143,000	-	-	3,143,000	-	-	-
MSP271 - MOW Training Yard	4,245,000	-	-	4,245,000	-	-	-
MSP272 - TRAX Operational Simulator	1,384,000	-	-	-	-	-	1,384,000

MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-
MSP275 - Station Area Planning	1,239,000	-	991,000	-	-	128,000	120,000

Chief Office/Project Name	2024 Total Budget	2024 Total Budget- Bonds	2024 Total Budget- Grants Award Executed	2024 Total Budget- Lease	2024 Total Budget- State	2024 Total Budget- Local Partner	2024 Total Budget- UTA Funds
MSP283 - ROW & Facility Property Opportunity Buy	1,000,000	-	-	-	-	-	1,000,000
MSP286 - Utah County Park & Ride Lots	1,000,000	-	930,000	-	-	-	70,000
MSP287 - 900 East UVX Station	4,200,000	-	3,907,000	-	-	-	293,000
MSP288 - Sustainability Project Pool	350,000	-	-	-	-	-	350,000
MSP289 - Historic Orchard Pathway (Box Elder County)	206,000	-	187,000	-	-	-	19,000
MSP290- Orange Street Microtransit	14,000	-	-	-	-	-	14,000
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracki	100,000	-	-	-	-	-	100,000
MSP300 - New TRAX platform in South Jordan	4,500,000	-	-	-	-	4,500,000	-
MSP301 - Federal Bus Stops 5339	802,000	-	641,000	-	-	-	161,000
MSP312 - Point of the Mountain FrontRunner Station	300,000	-	-	-	300,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	6,712,000	-	-	6,000,000	-	-	712,000
REV209 - Paratransit Replacements	11,581,000	-	-	11,541,000	-	-	40,000
REV211 - Replacement Buses	5,226,000	-	-	5,126,000	-	-	100,000
REV212 - Park City Lo/No Grant	998,000	-	-	-	-	998,000	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	3,685,000	-	-	3,685,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	500,000	-	-	500,000	-	-	-
REV236 - VW Battery Buses	7,391,000	-	3,268,000	-	-	625,000	3,498,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	10,000,000	5,000,000	5,000,000	-	-	-	-
REV240 - Motor Pool Key Management System	330,000	-	-	-	-	-	330,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	9,500,000	-	-	-	-	-	9,500,000
SGR047 - LRT Stray Current Control	511,000	-	-	-	-	-	511,000
SGR353 - Commuter Rail Engine Overhaul	4,348,000	-	-	-	-	-	4,348,000
SGR359 - Bridge Rehabilitation & Maintenance	444,000	-	-	-	-	-	444,000
SGR370 - Red Signal Enforcement	4,306,000	-	-	-	-	-	4,306,000
SGR385 - Rail Replacement Program	6,100,000	-	4,880,000	-	-	-	1,220,000
SGR390 - Jordan River #2 Remodel	5,500,000	-	-	5,500,000	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	1,000,000	-	-	-	-	-	1,000,000
SGR393 - Grade Crossing Replacement Program	4,689,000	-	3,751,000	-	-	-	938,000

SGR397 - TPSS Component Replacement	15,588,000	-	12,378,000	-	-	-	3,210,000
SGR398 - OCS Rehab/Replace	3,400,000	-	2,720,000	-	-	-	680,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,062,000	-	-	-	-	-	6,062,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,400,000	-	-	-	-	-	4,400,000
SGR407 - Bus Stop Enhancements	3,049,000	-	-	-	-	-	3,049,000
SGR408 - Route End of Line (EOL) Enhancements	225,000	-	-	-	-	-	225,000
SGR409 - System Restrooms	1,685,000	-	-	-	-	-	1,685,000
SGR410 - Fiber Rehab/Replacement	3,352,000	-	-	-	-	-	3,352,000
SGR411 - Farmington Ped Bridge Repairs	65,000	-	-	-	-	-	65,000
Enterprise Strategy	10,748,000	-	241,000	-	-	-	10,507,000
ICI001 - Passenger Information	1,400,000	-	-	-	-	-	1,400,000
ICI146 - FrontRunner WiFi Enhancements	1,038,000	-	-	-	-	-	1,038,000
ICI173 - JDE System Enhancements	93,000	-	-	-	-	-	93,000
ICI179 - Network Infrastructure Equipment & Software	384,000	-	-	-	-	-	384,000

Chief Office/Project Name	2024 Total Budget	2024 Total Budget- Bonds	2024 Total Budget- Grants Award Executed	2024 Total Budget- Lease	2024 Total Budget- State	2024 Total Budget- Local Partner	2024 Total Budget- UTA Funds
ICI185 - WFRC Grant for Passenger Info Improvements	295,000	-	241,000	-	-	-	54,000
ICI186 - In House Application Development	231,000	-	-	-	-	-	231,000
ICI191 - IT Managed Reserves	407,000	-	-	-	-	-	407,000
ICI197 - Bus Communications On-Board Technology	200,000	-	-	-	-	-	200,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	500,000	-	-	-	-	-	500,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	449,000	-	-	-	-	-	449,000
ICI202 - Radio Comm Infrastructure	84,000	-	-	-	-	-	84,000
ICI214 - APC Upgrade	300,000	-	-	-	-	-	300,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	170,000	-	-	-	-	-	170,000
ICI217 - Transit Management System	200,000	-	-	-	-	-	200,000

ICI221 - Customer Relations Software Replacement	368,000	-	-	-	-	-	368,000
ICI224 - JDE 9.2 Applications Upgrade UNx	10,000	-	-	-	-	-	10,000
ICI225- SharePoint 2016 Migration to SharePoint Online	62,000	-	-	-	-	-	62,000
ICI226 - New Radio Communication System	2,000,000	-	-	-	-	-	2,000,000
ICI230 - Operations Systems	2,400,000	-	-	-	-	-	2,400,000
ICI231 - United Way Tablet Upgrade	57,000	-	-	-	-	-	57,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-
Executive Director (Safety)	2,628,000	-	-	-	-	-	2,628,000
FMA604 - Safety General Projects	55,000	-	-	-	-	-	55,000
FMA645 - Camera Sustainability	670,000	-	-	-	-	-	670,000
FMA658 - Bus Replacement Camera System	800,000	-	-	-	-	-	800,000
FMA681 - Arc Flash Analysis	763,000	-	-	-	-	-	763,000
ICI140 - Next Crossing Cameras	40,000	-	-	-	-	-	40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	300,000	-	-	-	-	-	300,000
Finance	28,180,000	-	5,151,000	-	-	1,127,000	21,902,000
CDA006 - 5310 Administration Funds All Years	304,000	-	304,000	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	286,000	-	-	-	-	-	286,000
ICI213 - eVoucher Phase 2	334,000	-	124,000	-	-	-	210,000
ICI222 - ICI222- Fares Systems Replacement Program	12,141,000	-	-	-	-	-	12,141,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	200,000	-	180,000	-	-	20,000	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	200,000	-	180,000	-	-	20,000	-
MSP222 - FFY 2018 20-1903 P/O 5310	200,000	-	180,000	-	-	20,000	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	50,000	-	50,000	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	1,000,000	-	687,000	-	-	313,000	-

MSP277 - FFY 2022 UT-2023-024 P/O 5310	500,000	-	306,000	-	-	194,000	-
MSP278 - FFY 2022 UT02023 O/L 5310	700,000	-	480,000	-	-	220,000	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	400,000	-	400,000	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	500,000	-	500,000	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	300,000	-	300,000	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	50,000	-	50,000	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	900,000	-	720,000	-	-	180,000	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	50,000	-	50,000	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	500,000	-	400,000	-	-	100,000	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	300,000	-	240,000	-	-	60,000	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-

Chief Office/Project Name	2024 Total Budget	2024 Total Budget- Bonds	2024 Total Budget- Grants Award Executed	2024 Total Budget- Lease	2024 Total Budget- State	2024 Total Budget- Local Partner	2024 Total Budget- UTA Funds
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-
MSP999 - Capital Contingency	4,265,000	-	-	-	-	-	4,265,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	5,000,000
Operations	7,878,000	-	1,237,000	-	-	-	6,641,000
FMA543 - Police Fleet Vehicles	1,836,000	-	960,000	-	-	-	876,000
FMA652 - Facilities, Equipment Managed Reserve	852,000	-	-	-	-	-	852,000

FMA653 - Facilities Rehab/Replacement	1,141,000	-	-	-	-	-	1,141,000
FMA672 - Park & Ride Rehab/Replacement	450,000	-	-	-	-	-	450,000
FMA673 - Stations and Platforms Rehab/Replacement	557,000	-	-	-	-	-	557,000
FMA684 - Police Managed Reserve	330,000	-	-	-	-	-	330,000
FMA685 - Wheel Truing Machine JRSC	500,000	-	-	-	-	-	500,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	250,000	-	-	-	-	-	250,000
FMA689 - New Bid Trailer for MB building 7	143,000	-	-	-	-	-	143,000
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	175,000	-	-	-	-	-	175,000
MSP210 - FrontRunner Bike Rack project	300,000	-	277,000	-	-	-	23,000
SGR386 - LRV repairs for 1137 and 1122	1,344,000	-	-	-	-	-	1,344,000
People	2,155,000	-	-	-	-	-	2,155,000
ICI228 - CPO New HRIS system application upgrade	2,000,000	-	-	-	-	-	2,000,000
MSP291 - CareATC Location Build Out	80,000	-	-	-	-	-	80,000
MSP310 - Bus Training Simulator	75,000	-	-	-	-	-	75,000
Planning & Engagement	6,436,000	-	1,683,000	-	205,000	1,226,000	3,322,000
MSP198 - Wayfinding Plan	1,338,000	-	-	-	-	-	1,338,000
MSP268 - Optical Detection Next Steps	300,000	-	132,000	-	-	38,000	130,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	925,000	-	164,000	-	205,000	-	556,000
MSP284 - Route Planning Restoration using Equity Index	285,000	-	285,000	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	351,000	-	296,000	-	-	55,000	-
MSP294 - Planning Studies Managed Reserves	900,000	-	-	-	-	150,000	750,000
MSP314 - One-Time UTA On Demand Funds	326,000	-	-	-	-	-	326,000
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	910,000	-	-	-	-	910,000	-

REV234 - Tooele County Microtransit & Vehicle Electrification	1,001,000	-	806,000	-	-	73,000	122,000
Grand Total	**264,540,000**	**6,330,000**	**64,024,000**	**39,740,000**	**21,604,000**	**10,398,000**	**122,444,000**

2025 Capital Budget Details

Chief Office/Project Name	2025 Total Budget	2025 Total Budget- Bonds	2025 Total Budget- Grants Award Executed	2025 Total Budget- Lease	2025 Total Budget- State	2025 Total Budget- Local Partner	2025 Total Budget- UTA Funds
Capital Services	$ 275,072,000	$ 8,355,000	$ 92,226,000	$ 63,763,000	$ 50,662,000	$ 1,500,000	$ 58,566,000
FMA516 - Corridor Fencing	$ 60,000	$ -	$ -	$ -	$ -	$ -	$ 60,000
FMA679 - Building Remodels/Reconfigurations	$ 1,290,000	$ -	$ -	$ -	$ -	$ -	$ 1,290,000
FMA680 - Suicide Prevention Research Project	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA687 - Layton Station Improvements	$ 550,000	$ -	$ -	$ -	$ -	$ -	$ 550,000
FMA690 - Facility Program Development & Design	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ 150,000
FMA692 - Warm Springs Upgrades	$ 3,500,000	$ -	$ -	$ 3,500,000	$ -	$ -	$ -
FMA693 - Meadowbrook Electrification	$ 1,786,000	$ -	$ -	$ -	$ -	$ -	$ 1,786,000
FMA694 - Electric Bus Chargers	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
FMA695 - Facility Program	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP102 - Depot District	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP140 - Box Elder County Corridor Preservation	$ 2,300,000	$ -	$ -	$ -	$ -	$ -	$ 2,300,000
MSP185 - Ogden/Weber State University BRT	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP189 - Signal Pre-emption Projects w/UDOT	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP193 - Weber County Corridor Preservation	$ 2,700,000	$ -	$ 625,000	$ -	$ -	$ -	$ 2,075,000
MSP202 - Davis-SLC Community Connector	$ 3,400,000	$ -	$ 485,000	$ -	$ 2,900,000	$ -	$ 15,000
MSP207 - 3300/3500 South Max EXP\Optimization	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP208 - Clearfield FR Station Trail	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP215 - Sharp/Tintic Rail Corridor Connection	$ 1,145,000	$ -	$ -	$ -	$ 1,000,000	$ -	$ 145,000
MSP216 - Point of the Mountain Transit	$ 500,000	$ -	$ 500,000	$ -	$ -	$ -	$ -
MSP224 - UTA ADA Bus Stop Improvements UTCO	$ 378,000	$ -	$ 353,000	$ -	$ -	$ -	$ 25,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP240 - Operator Restrooms throughout System	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP248 - Planning & Environmental Analysis	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
MSP252 - FrontRunner Strategic Double Tracking Project	$ 2,000,000	$ -	$ -	$ -	$ 2,000,000	$ -	$ -

MSP253 - Mid-Valley Connector	$ 45,700,000	$ -	$ 33,705,000	$ -	$ 11,495,000	$ -	$ 500,000
MSP254 - TechLink	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP255 - Central Corridor	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP258 - Mt. Ogden Amin Bldg. Expansion	$ 5,355,000	$ 5,355,000	$ -	$ -	$ -	$ -	$ -
MSP259 - S-Line Extension	$ 11,746,000	$ -	$ -	$ -	$ 8,000,000	$ -	$ 3,746,000
MSP260 - Westside Express (5600 West)	$ 16,500,000	$ -	$ 9,063,000	$ -	$ 7,437,000	$ -	$ -
MSP262 - SLCentral HQ Office	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP263 - TOD Working Capital	$ 688,000	$ -	$ -	$ -	$ -	$ -	$ 688,000
MSP264 - FrontRunner Extension to Payson	$ 3,080,000	$ -	$ -	$ -	$ 2,530,000	$ -	$ 550,000
MSP265 - Program Management Support	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ 3,000,000
MSP267 - New Maintenance Training Facility	$ 5,229,000	$ -	$ -	$ 5,229,000	$ -	$ -	$ -
MSP271 - MOW Training Yard	$ 2,607,000	$ -	$ -	$ 2,607,000	$ -	$ -	$ -
MSP272 - TRAX Operational Simulator	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP274 - Historic Utah Southern Rail Trail	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP275 - Station Area Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP283 - ROW & Facility Property Opportunity Buy	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ 1,000,000
MSP286 - Utah County Park & Ride Lots	$ 3,585,000	$ -	$ 3,334,000	$ -	$ -	$ -	$ 251,000
MSP287 - 900 East UVX Station	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP288 - Sustainability Project Pool	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	$ 3,700,000	$ -	$ -	$ -	$ -	$ -	$ 3,700,000
MSP300 - New TRAX platform in South Jordan	$ 1,500,000	$ -	$ -	$ -	$ -	$ 1,500,000	$ -
MSP301 - Federal Bus Stops 5339	$ 802,000	$ -	$ 641,000	$ -	$ -	$ -	$ 161,000
MSP312 - Point of the Mountain FrontRunner Station	$ 300,000	$ -	$ -	$ -	$ 300,000	$ -	$ -
MSP313 - Electric Charger Program	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Chief Office/Project Name	2025 Total Budget	2025 Total Budget- Bonds	2025 Total Budget- Grants Award Executed	2025 Total Budget- Lease	2025 Total Budget- State	2025 Total Budget- Local Partner	2025 Total Budget- UTA Funds

REV205 - Replacement Non-Revenue Support Vehicles	$ 5,000,000	$ -	$ -	$ 5,000,000	$ -	$ -	$ -
REV209 - Paratransit Replacements	$ 4,851,000	$ -	$ -	$ 4,811,000	$ -	$ -	$ 40,000
REV211 - Replacement Buses	$ 30,000,000	$ -	$ -	$ 29,900,000	$ -	$ -	$ 100,000
REV212 - Park City Lo/No Grant	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV224 - Bus Overhaul	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
REV232 - Van Pool Van Replacements	$ 1,716,000	$ -	$ -	$ 1,716,000	$ -	$ -	$ -
REV233 - Commuter Rail Vehicle Procurement - Used	$ 5,500,000	$ -	$ -	$ 5,500,000	$ -	$ -	$ -
REV236 - VW Battery Buses	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV238 - SD100/SD160 Light Rail Vehicle Replacement	$ 36,000,000	$ 3,000,000	$ 18,000,000	$ -	$ 15,000,000	$ -	$ -
REV240 - Motor Pool Key Management System	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV241 - NRV Ancillary Equipment (Trailers, etc.)	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
REV242 - Replacement Non-rev equipment/special vehicles	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
SGR040 - Light Rail Vehicle Rehab	$ 11,000,000	$ -	$ 8,800,000	$ -	$ -	$ -	$ 2,200,000
SGR047 - LRT Stray Current Control	$ 526,000	$ -	$ -	$ -	$ -	$ -	$ 526,000
SGR353 - Commuter Rail Engine Overhaul	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SGR359 - Bridge Rehabilitation & Maintenance	$ 420,000	$ -	$ -	$ -	$ -	$ -	$ 420,000
SGR370 - Red Signal Enforcement	$ 3,409,000	$ -	$ -	$ -	$ -	$ -	$ 3,409,000
SGR385 - Rail Replacement Program	$ 6,200,000	$ -	$ 4,960,000	$ -	$ -	$ -	$ 1,240,000
SGR390 - Jordan River #2 Remodel	$ 5,500,000	$ -	$ -	$ 5,500,000	$ -	$ -	$ -
SGR391 - Commuter Rail Vehicle Rehab and Replacement	$ 3,750,000	$ -	$ -	$ -	$ -	$ -	$ 3,750,000
SGR393 - Grade Crossing Replacement Program	$ 4,500,000	$ -	$ 3,600,000	$ -	$ -	$ -	$ 900,000
SGR397 - TPSS Component Replacement	$ 4,300,000	$ -	$ 3,440,000	$ -	$ -	$ -	$ 860,000
SGR398 - OCS Rehab/Replace	$ 5,900,000	$ -	$ 4,720,000	$ -	$ -	$ -	$ 1,180,000
SGR401 - Ballast and Tie replacement	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
SGR403 - Train Control Rehab & Replacement	$ 10,900,000	$ -	$ -	$ -	$ -	$ -	$ 10,900,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
SGR407 - Bus Stop Enhancements	$ 1,275,000	$ -	$ -	$ -	$ -	$ -	$ 1,275,000

SGR408 - Route End of Line (EOL) Enhancements	$ 1,650,000	$ -	$ -	$ -	$ -	$ -	$ 1,650,000
SGR409 - System Restrooms	$ 2,245,000	$ -	$ -	$ -	$ -	$ -	$ 2,245,000
SGR410 - Fiber Rehab/Replacement	$ 1,519,000	$ -	$ -	$ -	$ -	$ -	$ 1,519,000
SGR411 - Farmington Ped Bridge Repairs	$ 560,000	$ -	$ -	$ -	$ -	$ -	$ 560,000
Enterprise Strategy	$ 14,328,000	$ -	$ -	$ -	$ -	$ -	$ 14,328,000
ICI001 - Passenger Information	$ 1,350,000	$ -	$ -	$ -	$ -	$ -	$ 1,350,000
ICI146 - FrontRunner WiFi Enhancements	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
ICI173 - JDE System Enhancements	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
ICI179 - Network Infrastructure Equipment & Software	$ 939,000	$ -	$ -	$ -	$ -	$ -	$ 939,000
ICI185 - WFRC Grant for Passenger Info Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -
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 (Cybersecurity, NIST & PCI Compliance)	$ 260,000	$ -	$ -	$ -	$ -	$ -	$ 260,000
ICI199 - Rail Communication Onboard Tech	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	$ 394,000	$ -	$ -	$ -	$ -	$ -	$ 394,000
ICI202 - Radio Comm Infrastructure	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
ICI214 - APC Upgrade	$ 850,000	$ -	$ -	$ -	$ -	$ -	$ 850,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI217 - Transit Management System	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI224 - JDE 9.2 Applications Upgrade UNx	$ 225,000	$ -	$ -	$ -	$ -	$ -	$ 225,000
ICI226 - New Radio Communication System	$ 7,000,000	$ -	$ -	$ -	$ -	$ -	$ 7,000,000
ICI230 - Operations Systems	$ 2,150,000	$ -	$ -	$ -	$ -	$ -	$ 2,150,000

Chief Office/Project Name	2025 Total Budget	2025 Total Budget- Bonds	2025 Total Budget- Grants Award	2025 Total Budget- Lease	2025 Total Budget- State	2025 Total Budget- Local Partner	2025 Total Budget- UTA Funds

2025 Capital Budget Details

	Executed						
ICI231 - United Way Tablet Upgrade	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	$ 60,000	$ -	$ -	$ -	$ -	$ -	$ 60,000
Executive Director (Safety)	$ 1,736,000	$ -	$ -	$ -	$ -	$ -	$ 1,736,000
FMA604 - Safety General Projects	$ 120,000	$ -	$ -	$ -	$ -	$ -	$ 120,000
FMA645 - Camera Sustainability	$ 656,000	$ -	$ -	$ -	$ -	$ -	$ 656,000
FMA658 - Bus Replacement Camera System	$ 620,000	$ -	$ -	$ -	$ -	$ -	$ 620,000
FMA681 - Arc Flash Analysis	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI140 - Next Crossing Cameras	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ 40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
Finance	$ 19,110,000	$ -	$ 3,677,000	$ -	$ -	$ 293,000	$ 15,140,000
CDA006 - 5310 Administration Funds All Years	$ 313,000	$ -	$ 313,000	$ -	$ -	$ -	$ -
FMA686 - Warehouse Equipment Managed Reserve	$ 94,000	$ -	$ -	$ -	$ -	$ -	$ 94,000
ICI213 - eVoucher Phase 2	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
ICI222 - ICI222- Fares Systems Replacement Program	$ 4,996,000	$ -	$ -	$ -	$ -	$ -	$ 4,996,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP221 - FFY 2018 20-1902 Grant O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP222 - FFY 2018 20-1903 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP276 - FFY 2022 UT 2023 SL/WV 5310	$ 591,000	$ -	$ 407,000	$ -	$ -	$ 184,000	$ -
MSP277 - FFY 2022 UT-2023-024 P/O 5310	$ 115,000	$ -	$ 79,000	$ -	$ -	$ 36,000	$ -
MSP278 - FFY 2022 UT02023 O/L 5310	$ 135,000	$ -	$ 92,000	$ -	$ -	$ 43,000	$ -
MSP279 - FFY 2021 UT-2023-013 O/L 5310	$ 125,000	$ -	$ 125,000	$ -	$ -	$ -	$ -
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	$ 252,000	$ -	$ 252,000	$ -	$ -	$ -	$ -
MSP281 - FFY 2021 UT-2023-023 P/O 5310	$ 89,000	$ -	$ 89,000	$ -	$ -	$ -	$ -
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	$ 50,000	$ -	$ 40,000	$ -	$ -	$ 10,000	$ -
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -

MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	$ 50,000	$ -	$ 40,000	$ -	$ -	$ 10,000	$ -
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	$ 50,000	$ -	$ 40,000	$ -	$ -	$ 10,000	$ -
MSP302 - FFY 2024 O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP303 - FFY 2023 O/L 5310	$ 700,000	$ -	$ 700,000	$ -	$ -	$ -	$ -
MSP304 - FFY 2023 P/O 5310	$ 500,000	$ -	$ 500,000	$ -	$ -	$ -	$ -
MSP305 - FFY 2023 SL/WV 5310	$ 1,000,000	$ -	$ 1,000,000	$ -	$ -	$ -	$ -
MSP306 - FFY 2026 All UZAs 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP307 - FFY 2025 All UZAs 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP308 - FFY 2024 SL/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP309 - FFY 2024 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP999 - Capital Contingency	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ 5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ 5,000,000
Operations	$ 10,249,000	$ -	$ -	$ -	$ -	$ -	$ 10,249,000
FMA543 - Police Fleet Vehicles	$ 605,000	$ -	$ -	$ -	$ -	$ -	$ 605,000
FMA652 - Facilities, Equipment Managed Reserve	$ 800,000	$ -	$ -	$ -	$ -	$ -	$ 800,000
FMA653 - Facilities Rehab/Replacement	$ 1,130,000	$ -	$ -	$ -	$ -	$ -	$ 1,130,000
FMA672 - Park & Ride Rehab/Replacement	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 400,000
FMA673 - Stations and Platforms Rehab/Replacement	$ 434,000	$ -	$ -	$ -	$ -	$ -	$ 434,000
FMA684 - Police Managed Reserve	$ 275,000	$ -	$ -	$ -	$ -	$ -	$ 275,000
FMA685 - Wheel Truing Machine JRSC	$ 3,500,000	$ -	$ -	$ -	$ -	$ -	$ 3,500,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA689 - New Bid Trailer for MB building 7	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	$ -	$ -	$ -	$ -	$ -	$ -	$ -

Chief Office/Project Name	2025 Total Budget	2025 Total BudgetBonds	2025 Total Budget- Grants Award Executed	2025 Total Budget- Lease	2025 Total Budget- State	2025 Total Budget- Local Partner	2025 Total Budget- UTA Funds
MSP210 - FrontRunner Bike Rack project	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SGR386 - LRV repairs for 1137 and 1122	$ 3,105,000	$ -	$ -	$ -	$ -	$ -	$ 3,105,000
People	$ 2,020,000	$ -	$ -	$ -	$ -	$ -	$ 2,020,000
ICI228 - CPO New HRIS system application upgrade	$ 1,570,000	$ -	$ -	$ -	$ -	$ -	$ 1,570,000

MSP291 - CareATC Location Build Out	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP310 - Bus Training Simulator	$ 450,000	$ -	$ -	$ -	$ -	$ -	$ 450,000
Planning & Engagement	$ 3,444,000	$ -	$ -	$ -	$ -	$ 603,000	$ 2,841,000
MSP198 - Wayfinding Plan	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	$ 1,711,000	$ -	$ -	$ -	$ -	$ -	$ 1,711,000
MSP284 - Route Planning Restoration using Equity Index	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP285 - Bus Speed and Reliability Program (BSRP)	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
MSP292 - AOPP: Paratransit Forward Study	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP294 - Planning Studies Managed Reserves	$ 605,000	$ -	$ -	$ -	$ -	$ -	$ 605,000
MSP314 - One-Time UTA On Demand Funds	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	$ 603,000	$ -	$ -	$ -	$ -	$ 603,000	$ -
REV234 - Tooele County Microtransit & Vehicle Electrification	$ 125,000	$ -	$ -	$ -	$ -	$ -	$ 125,000
Grand Total	**$ 325,959,000**	**$ 8,355,000**	**$ 95,903,000**	**$ 63,763,000**	**$ 50,662,000**	**$ 2,396,000**	**$ 104,880,000**

2026 Capital Budget Details

Chief Office/Project Name	2026 Total Budget	2026 Total Budget-Bonds	2026 Total Budget-Grants Award Executed	2026 Total Budget-Lease	2026 Total Budget-State	2026 Total Budget-Local Partner	2026 Total Budget-UTA Funds
Capital Services	$ 228,033,000	$ 8,020,000	$ 74,901,000	$ 52,879,000	$ 39,446,000	$ -	$ 52,787,000
FMA516 - Corridor Fencing	$ 60,000	$ -	$ -	$ -	$ -	$ -	$ 60,000
FMA679 - Building Remodels/Reconfigurations	$ 1,190,000	$ -	$ -	$ -	$ -	$ -	$ 1,190,000
FMA680 - Suicide Prevention Research Project	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA687 - Layton Station Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA690 - Facility Program Development & Design	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ 150,000
FMA692 - Warm Springs Upgrades	$ 6,000,000	$ -	$ -	$ 6,000,000	$ -	$ -	$ -
FMA693 - Meadowbrook Electrification	$ 1,836,000	$ -	$ -	$ -	$ -	$ -	$ 1,836,000
FMA694 - Electric Bus Chargers	$ 2,065,000	$ -	$ -	$ -	$ -	$ -	$ 2,065,000
FMA695 - Facility Program	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP102 - Depot District	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP140 - Box Elder County Corridor Preservation	$ 2,300,000	$ -	$ -	$ -	$ -	$ -	$ 2,300,000
MSP185 - Ogden/Weber State University BRT	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP189 - Signal Pre-emption Projects w/UDOT	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP193 - Weber County Corridor Preservation	$ 2,700,000	$ -	$ 625,000	$ -	$ -	$ -	$ 2,075,000
MSP202 - Davis-SLC Community Connector	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP207 - 3300/3500 South Max EXP\Optimization	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP208 - Clearfield FR Station Trail	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP215 - Sharp/Tintic Rail Corridor Connection	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP216 - Point of the Mountain Transit	$ 500,000	$ -	$ -	$ -	$ 500,000	$ -	$ -
MSP224 - UTA ADA Bus Stop Improvements UTCO	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP240 - Operator Restrooms throughout System	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP248 - Planning & Environmental Analysis	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
MSP252 - FrontRunner Strategic Double Tracking Project	$ 2,000,000	$ -	$ -	$ -	$ 2,000,000	$ -	$ -
MSP253 - Mid-Valley Connector	$ 44,987,000	$ -	$ 31,071,000	$ -	$ 13,416,000	$ -	$ 500,000
MSP254 - TechLink	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP255 - Central Corridor	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP258 - Mt. Ogden Amin Bldg. Expansion	$ 5,020,000	$ 5,020,000	$ -	$ -	$ -	$ -	$ -
MSP259 - S-Line Extension	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP260 - Westside Express (5600 West)	$ 15,000,000	$ -	$ 9,000,000	$ -	$ 6,000,000	$ -	$ -
MSP262 - SLCentral HQ Office	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP263 - TOD Working Capital	$ 688,000	$ -	$ -	$ -	$ -	$ -	$ 688,000
MSP264 - FrontRunner Extension to Payson	$ 3,080,000	$ -	$ -	$ -	$ 2,530,000	$ -	$ 550,000
MSP265 - Program Management Support	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ 3,000,000
MSP267 - New Maintenance Training Facility	$ 714,000	$ -	$ -	$ 714,000	$ -	$ -	$ -
MSP271 - MOW Training Yard	$ 587,000	$ -	$ -	$ 587,000	$ -	$ -	$ -

MSP272 - TRAX Operational Simulator	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP274 - Historic Utah Southern Rail Trail	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP275 - Station Area Planning	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP283 - ROW & Facility Property Opportunity Buy	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ 1,000,000
MSP286 - Utah County Park & Ride Lots	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP287 - 900 East UVX Station	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP288 - Sustainability Project Pool	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP300 - New TRAX platform in South Jordan	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP301 - Federal Bus Stops 5339	$ 717,000	$ -	$ 573,000	$ -	$ -	$ -	$ 144,000
MSP313 - Electric Charger Program	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV205 - Replacement Non-Revenue Support Vehicles	$ 3,000,000	$ -	$ -	$ 3,000,000	$ -	$ -	$ -
REV209 - Paratransit Replacements	$ 3,961,000	$ -	$ -	$ 3,921,000	$ -	$ -	$ 40,000

Chief Office/Project Name	2026 Total Budget	2026 Total Budget- Bonds	2026 Total Budget- Grants Award Executed	2026 Total Budget- Lease	2026 Total Budget- State	2026 Total Budget- Local Partner	2026 Total Budget- UTA Funds
REV211 - Replacement Buses	$ 30,000,000	$ -	$ -	$ 29,900,000	$ -	$ -	$ 100,000
REV212 - Park City Lo/No Grant	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV224 - Bus Overhaul	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
REV232 - Van Pool Van Replacements	$ 1,757,000	$ -	$ -	$ 1,757,000	$ -	$ -	$ -
REV233 - Commuter Rail Vehicle Procurement - Used	$ 5,000,000	$ -	$ -	$ 5,000,000	$ -	$ -	$ -
REV236 - VW Battery Buses	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV238 - SD100/SD160 Light Rail Vehicle Replacement	$ 36,000,000	$ 3,000,000	$ 18,000,000	$ -	$ 15,000,000	$ -	$ -
REV240 - Motor Pool Key Management System	$ -	$ -	$ -	$ -	$ -	$ -	$ -
REV241 - NRV Ancillary Equipment (Trailers, etc.)	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
REV242 - Replacement Non-rev equipment/special vehicles	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
SGR040 - Light Rail Vehicle Rehab	$ 9,000,000	$ -	$ 7,200,000	$ -	$ -	$ -	$ 1,800,000
SGR047 - LRT Stray Current Control	$ 542,000	$ -	$ -	$ -	$ -	$ -	$ 542,000
SGR353 - Commuter Rail Engine Overhaul	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SGR359 - Bridge Rehabilitation & Maintenance	$ 440,000	$ -	$ -	$ -	$ -	$ -	$ 440,000
SGR370 - Red Signal Enforcement	$ 2,863,000	$ -	$ -	$ -	$ -	$ -	$ 2,863,000
SGR385 - Rail Replacement Program	$ 2,435,000	$ -	$ 1,948,000	$ -	$ -	$ -	$ 487,000
SGR390 - Jordan River #2 Remodel	$ 2,000,000	$ -	$ -	$ 2,000,000	$ -	$ -	$ -
SGR391 - Commuter Rail Vehicle Rehab and Replacement	$ 3,750,000	$ -	$ -	$ -	$ -	$ -	$ 3,750,000
SGR393 - Grade Crossing Replacement Program	$ 2,200,000	$ -	$ 1,760,000	$ -	$ -	$ -	$ 440,000
SGR397 - TPSS Component Replacement	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SGR398 - OCS Rehab/Replace	$ 10,000,000	$ -	$ 4,724,000	$ -	$ -	$ -	$ 5,276,000
SGR401 - Ballast and Tie replacement	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
SGR403 - Train Control Rehab & Replacement	$ 9,467,000	$ -	$ -	$ -	$ -	$ -	$ 9,467,000

SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	$ 4,500,000	$ -	$ -	$ -	$ -	$ -	$ 4,500,000
SGR407 - Bus Stop Enhancements	$ 1,275,000	$ -	$ -	$ -	$ -	$ -	$ 1,275,000
SGR408 - Route End of Line (EOL) Enhancements	$ 1,650,000	$ -	$ -	$ -	$ -	$ -	$ 1,650,000
SGR409 - System Restrooms	$ 1,120,000	$ -	$ -	$ -	$ -	$ -	$ 1,120,000
SGR410 - Fiber Rehab/Replacement	$ 679,000	$ -	$ -	$ -	$ -	$ -	$ 679,000
SGR411 - Farmington Ped Bridge Repairs	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Enterprise Strategy	$ 6,274,000	$ -	$ -	$ -	$ -	$ -	$ 6,274,000
ICI001 - Passenger Information	$ 1,350,000	$ -	$ -	$ -	$ -	$ -	$ 1,350,000
ICI146 - FrontRunner WiFi Enhancements	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
ICI173 - JDE System Enhancements	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
ICI179 - Network Infrastructure Equipment & Software	$ 279,000	$ -	$ -	$ -	$ -	$ -	$ 279,000
ICI185 - WFRC Grant for Passenger Info Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -
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 (Cybersecurity, NIST & PCI Compliance)	$ 475,000	$ -	$ -	$ -	$ -	$ -	$ 475,000
ICI199 - Rail Communication Onboard Tech	$ 75,000	$ -	$ -	$ -	$ -	$ -	$ 75,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000
ICI202 - Radio Comm Infrastructure	$ 50,000	$ -	$ -	$ -	$ -	$ -	$ 50,000
ICI214 - APC Upgrade	$ 750,000	$ -	$ -	$ -	$ -	$ -	$ 750,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI217 - Transit Management System	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI224 - JDE 9.2 Applications Upgrade UNx	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI226 - New Radio Communication System	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
ICI230 - Operations Systems	$ 1,500,000	$ -	$ -	$ -	$ -	$ -	$ 1,500,000
ICI231 - United Way Tablet Upgrade	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	$ 145,000	$ -	$ -	$ -	$ -	$ -	$ 145,000
Executive Director (Safety)	$ 1,725,000	$ -	$ -	$ -	$ -	$ -	$ 1,725,000

Chief Office/Project Name	2026 Total Budget	2026 Total Budget-Bonds	2026 Total Budget-Grants Awarded Executed	2026 Total Budget-Lease	2026 Total Budget-State	2026 Total Budget-Local Partner	2026 Total Budget-UTA Funds
FMA604 - Safety General Projects	$ 120,000	$ -	$ -	$ -	$ -	$ -	$ 120,000
FMA645 - Camera Sustainability	$ 645,000	$ -	$ -	$ -	$ -	$ -	$ 645,000
FMA658 - Bus Replacement Camera System	$ 620,000	$ -	$ -	$ -	$ -	$ -	$ 620,000
FMA681 - Arc Flash Analysis	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI140 - Next Crossing Cameras	$ 40,000	$ -	$ -	$ -	$ -	$ -	$ 40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
Finance	$ 18,780,000	$ -	$ 3,456,000	$ -	$ -	$ -	$ 15,324,000
CDA006 - 5310 Administration Funds All Years	$ 323,000	$ -	$ 323,000	$ -	$ -	$ -	$ -
FMA686 - Warehouse Equipment Managed Reserve	$ 55,000	$ -	$ -	$ -	$ -	$ -	$ 55,000

2026 Capital Budget Details

ICI213 - eVoucher Phase 2	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ICI222 - ICI222- Fares Systems Replacement Program	$ 5,269,000	$ -	$ -	$ -	$ -	$ -	$ 5,269,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP221 - FFY 2018 20-1902 Grant O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP222 - FFY 2018 20-1903 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP276 - FFY 2022 UT 2023 SL/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP277 - FFY 2022 UT-2023-024 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP278 - FFY 2022 UT02023 O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP279 - FFY 2021 UT-2023-013 O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP281 - FFY 2021 UT-2023-023 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP302 - FFY 2024 O/L 5310	$ 700,000	$ -	$ 700,000	$ -	$ -	$ -	$ -
MSP303 - FFY 2023 O/L 5310	$ 160,000	$ -	$ 160,000	$ -	$ -	$ -	$ -
MSP304 - FFY 2023 P/O 5310	$ 134,000	$ -	$ 134,000	$ -	$ -	$ -	$ -
MSP305 - FFY 2023 SL/WV 5310	$ 639,000	$ -	$ 639,000	$ -	$ -	$ -	$ -
MSP306 - FFY 2026 All UZAs 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP307 - FFY 2025 All UZAs 5310	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP308 - FFY 2024 SL/WV 5310	$ 1,000,000	$ -	$ 1,000,000	$ -	$ -	$ -	$ -
MSP309 - FFY 2024 P/O 5310	$ 500,000	$ -	$ 500,000	$ -	$ -	$ -	$ -
MSP999 - Capital Contingency	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ 5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ 5,000,000
Operations	$ 5,685,000	$ -	$ -	$ -	$ -	$ -	$ 5,685,000
FMA543 - Police Fleet Vehicles	$ 605,000	$ -	$ -	$ -	$ -	$ -	$ 605,000
FMA652 - Facilities, Equipment Managed Reserve	$ 800,000	$ -	$ -	$ -	$ -	$ -	$ 800,000
FMA653 - Facilities Rehab/Replacement	$ 800,000	$ -	$ -	$ -	$ -	$ -	$ 800,000
FMA672 - Park & Ride Rehab/Replacement	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 400,000
FMA673 - Stations and Platforms Rehab/Replacement	$ 200,000	$ -	$ -	$ -	$ -	$ -	$ 200,000
FMA684 - Police Managed Reserve	$ 275,000	$ -	$ -	$ -	$ -	$ -	$ 275,000
FMA685 - Wheel Truing Machine JRSC	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ 2,000,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA689 - New Bid Trailer for MB building 7	$ -	$ -	$ -	$ -	$ -	$ -	$ -
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP210 - FrontRunner Bike Rack project	$ -	$ -	$ -	$ -	$ -	$ -	$ -
SGR386 - LRV repairs for 1137 and 1122	$ 605,000	$ -	$ -	$ -	$ -	$ -	$ 605,000
People	$ 1,180,000	$ -	$ -	$ -	$ -	$ -	$ 1,180,000
ICI228 - CPO New HRIS system application upgrade	$ 1,180,000	$ -	$ -	$ -	$ -	$ -	$ 1,180,000

2026 Capital Budget Details

Chief Office/Project Name	2026 Total Budget	2026 Total Budget-Bonds	2026 Total Budget-Executed	2026 Total Budget-Lease	2026 Total Budget-State	2026 Total Budget-Local Partner	Grants Award UTA Funds
MSP291 - CareATC Location Build Out	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP310 - Bus Training Simulator	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Planning & Engagement	$ 1,675,000	$ -	$ -	$ -	$ -	$ 42,000	$ 1,633,000
MSP198 - Wayfinding Plan	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	$ 933,000	$ -	$ -	$ -	$ -	$ -	$ 933,000
MSP284 - Route Planning Restoration using Equity Index	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP285 - Bus Speed and Reliability Program (BSRP)	$ 100,000	$ -	$ -	$ -	$ -	$ -	$ 100,000
MSP292 - AOPP: Paratransit Forward Study	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP294 - Planning Studies Managed Reserves	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ 300,000
MSP314 - One-Time UTA On Demand Funds	$ -	$ -	$ -	$ -	$ -	$ -	$ -
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	$ 42,000	$ -	$ -	$ -	$ -	$ 42,000	$ -
REV234 - Tooele County Microtransit & Vehicle Electrification	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Grand Total	**$ 263,352,000**	**$ 8,020,000**	**$ 78,357,000**	**$ 52,879,000**	**$ 39,446,000**	**$ 42,000**	**$ 84,608,000**

2027 Capital Budget Details

Chief Office/Project Name	2027 Total Budget	2027 Total Budget- Bonds	2027 Total Budget- Grants Award Executed	2027 Total Budget- Lease	2027 Total Budget- State	2027 Total Budget- Local Partner	2027 Total Budget- UTA Funds
Capital Services	168,750,000	18,950,000	40,473,000	60,440,000	8,185,000	-	40,702,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,040,000	-	-	-	-	-	1,040,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-
FMA692 - Warm Springs Upgrades	20,000,000	-	-	20,000,000	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	2,065,000	-	-	-	-	-	2,065,000
FMA695 - Facility Program	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-
MSP140 - Box Elder County Corridor Preservation	2,300,000	-	-	-	-	-	2,300,000
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	-	-	-	-	-	-	-
MSP202 - Davis-SLC Community Connector	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	500,000	-	-	-	500,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	300,000
MSP252 - FrontRunner Strategic Double Tracking Project	2,000,000	-	-	-	2,000,000	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-
MSP254 - TechLink	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Amin Bldg. Expansion	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	8,122,000	-	2,437,000	-	5,685,000	-	-
MSP262 - SLCentral HQ Office	-	-	-	-	-	-	-

MSP263 - TOD Working Capital	688,000	-	-	-	-	-	688,000
MSP264 - FrontRunner Extension to Payson	-	-	-	-	-	-	-
MSP265 - Program Management Support	3,000,000	-	-	-	-	-	3,000,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-
MSP283 - ROW & Facility Property Opportunity Buy	1,000,000	-	-	-	-	-	1,000,000
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-

Chief Office/Project Name	2027 Total Budget	2027 Total Budget- Bonds	2027 Total Budget- Grants Award Executed	2027 Total Budget- Lease	2027 Total Budget- State	2027 Total Budget- Local Partner	2027 Total Budget- UTA Funds
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	5,780,000	-	-	5,740,000	-	-	40,000
REV211 - Replacement Buses	30,000,000	-	-	29,900,000	-	-	100,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,800,000	-	-	1,800,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	37,900,000	18,950,000	18,950,000	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	9,000,000	-	7,200,000	-	-	-	1,800,000
SGR047 - LRT Stray Current Control	558,000	-	-	-	-	-	558,000

SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	460,000	-	-	-	-	-	460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	4,500,000	-	3,600,000	-	-	-	900,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	3,750,000
SGR393 - Grade Crossing Replacement Program	2,200,000	-	1,760,000	-	-	-	440,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	6,526,000	-	-	-	3,474,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	9,900,000	-	-	-	-	-	9,900,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,600,000	-	-	-	-	-	1,600,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	1,650,000	-	-	-	-	-	1,650,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	682,000	-	-	-	-	-	682,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-
Enterprise Strategy	3,398,000	-	-	-	-	-	3,398,000
ICI001 - Passenger Information	-	-	-	-	-	-	-
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
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-
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 (Cybersecurity, NIST & PCI Compliance)	250,000	-	-	-	-	-	250,000
ICI199 - Rail Communication Onboard Tech	50,000	-	-	-	-	-	50,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	173,000	-	-	-	-	-	173,000
ICI202 - Radio Comm Infrastructure	50,000	-	-	-	-	-	50,000
ICI214 - APC Upgrade	600,000	-	-	-	-	-	600,000

2027 Capital Budget Details

Chief Office/Project Name	2027 Total Budget	2027 Total Budget- Bonds	2027 Total Budget- Grants Award Executed	2027 Total Budget- Lease	2027 Total Budget- State	2027 Total Budget- Local Partner	2027 Total Budget- UTA Funds
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	225,000	-	-	-	-	-	225,000
ICI226 - New Radio Communication System	150,000	-	-	-	-	-	150,000
ICI230 - Operations Systems	750,000	-	-	-	-	-	750,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	100,000	-	-	-	-	-	100,000
Executive Director (Safety)	1,716,000	-	-	-	-	-	1,716,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	636,000	-	-	-	-	-	636,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	40,000	-	-	-	-	-	40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	300,000	-	-	-	-	-	300,000
Finance	16,496,000	-	4,359,000	-	-	-	12,137,000
CDA006 - 5310 Administration Funds All Years	332,000	-	332,000	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	123,000	-	-	-	-	-	123,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-
ICI222 - ICI222- Fares Systems Replacement Program	2,014,000	-	-	-	-	-	2,014,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-

MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	186,000	-	186,000	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	3,000,000	-	3,000,000	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	688,000	-	688,000	-	-	-	-
MSP309 - FFY 2024 P/O 5310	153,000	-	153,000	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	5,000,000
Operations	3,080,000	-	-	-	-	-	3,080,000
FMA543 - Police Fleet Vehicles	605,000	-	-	-	-	-	605,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	800,000

Chief Office/Project Name	2027 Total Budget	2027 Total Budget- Bonds	2027 Total Budget- Grants Award Executed	2027 Total Budget- Lease	2027 Total Budget- State	2027 Total Budget- Local Partner	2027 Total Budget- UTA Funds
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-

MSP310 - Bus Training Simulator	-	-	-	-	-	-	-
Planning & Engagement	1,149,000	-	-	-	-	-	1,149,000
MSP198 - Wayfinding Plan	300,000	-	-	-	-	-	300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-
MSP294 - Planning Studies Managed Reserves	300,000	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-
Grand Total	**194,589,000**	**18,950,000**	**44,832,000**	**60,440,000**	**8,185,000**	**-**	**62,182,000**

2028 Capital Budget Details

Chief Office/Project Name	2028 Total Budget	2028 Total Budget-Bonds	2028 Total Budget-Grants Award Executed	2028 Total Budget-Lease	2028 Total Budget-State	2028 Total Budget-Local Partner	2028 Total Budget-UTA Funds
Capital Services	228,986,000	88,697,000	48,906,000	46,170,000	3,000,000	-	42,213,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	540,000	-	-	-	-	-	540,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-
FMA692 - Warm Springs Upgrades	5,500,000	-	-	5,500,000	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	2,065,000	-	-	-	-	-	2,065,000
FMA695 - Facility Program	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-
MSP140 - Box Elder County Corridor Preservation	2,300,000	-	-	-	-	-	2,300,000
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	-	-	-	-	-	-	-
MSP202 - Davis-SLC Community Connector	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	1,000,000	-	-	-	1,000,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	300,000
MSP252 - FrontRunner Strategic Double Tracking Project	2,000,000	-	-	-	2,000,000	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-
MSP254 - TechLink	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Amin Bldg. Expansion	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	-	-	-	-	-	-	-
MSP262 - SLCentral HQ Office	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	688,000
MSP264 - FrontRunner Extension to Payson	-	-	-	-	-	-	-
MSP265 - Program Management Support	3,000,000	-	-	-	-	-	3,000,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-
MSP283 - ROW & Facility Property Opportunity Buy	1,000,000	-	-	-	-	-	1,000,000
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-
MSP293 - Shephard Lane Betterment with UDOT for future FrontRunner Double Tracking	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	5,967,000	-	-	5,927,000	-	-	40,000

2028 Details

Chief Office/Project Name	2028 Total Budget	2028 Total Budget-Bonds	2028 Total Budget-Grants Award Executed	2028 Total Budget-Lease	2028 Total Budget-State	2028 Total Budget-Local Partner	2028 Total Budget-UTA Funds
REV211 - Replacement Buses	30,000,000	-	-	29,900,000	-	-	100,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,843,000	-	-	1,843,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	120,000,000	88,697,000	31,303,000	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	9,000,000	-	7,200,000	-	-	-	1,800,000
SGR047 - LRT Stray Current Control	575,000	-	-	-	-	-	575,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	500,000	-	-	-	-	-	500,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	3,987,000	-	3,189,000	-	-	-	798,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	3,750,000
SGR393 - Grade Crossing Replacement Program	4,000,000	-	3,200,000	-	-	-	800,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	4,014,000	-	-	-	5,986,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	10,400,000	-	-	-	-	-	10,400,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,400,000	-	-	-	-	-	1,400,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	1,650,000	-	-	-	-	-	1,650,000
SGR409 - System Restrooms	-	-	-	-	-	-	-
SGR410 - Fiber Rehab/Replacement	686,000	-	-	-	-	-	686,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-
Enterprise Strategy	2,875,000	-	-	-	-	-	2,875,000
ICI001 - Passenger Information	-	-	-	-	-	-	-
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
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-
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 (Cybersecurity, NIST & PCI Compliance)	525,000	-	-	-	-	-	525,000
ICI199 - Rail Communication Onboard Tech	50,000	-	-	-	-	-	50,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	1,050,000	-	-	-	-	-	1,050,000
ICI202 - Radio Comm Infrastructure	50,000	-	-	-	-	-	50,000
ICI214 - APC Upgrade	-	-	-	-	-	-	-
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-
ICI226 - New Radio Communication System	150,000	-	-	-	-	-	150,000
ICI230 - Operations Systems	-	-	-	-	-	-	-
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-
Executive Director (Safety)	1,229,000	-	-	-	-	-	1,229,000

2028 Details

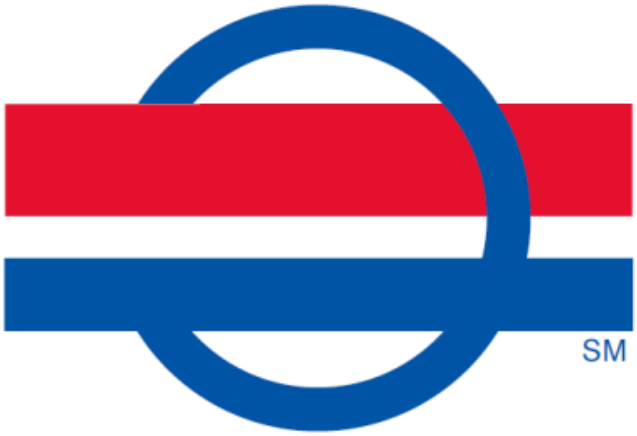
Chief Office/Project Name	2028 Total Budget	2028 Total Budget-Bonds	2028 Total Budget-Grants Award Executed	2028 Total Budget-Lease	2028 Total Budget-State	2028 Total Budget-Local Partner	2028 Total Budget-UTA Funds
FMA604 - Safety General Projects	120,000	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	449,000	-	-	-	-	-	449,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	40,000	-	-	-	-	-	40,000
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	-	-	-	-	-	-	-
Finance	20,466,000	-	4,089,000	-	-	-	16,377,000
CDA006 - 5310 Administration Funds All Years	342,000	-	342,000	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	36,000	-	-	-	-	-	36,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-
ICI222 - ICI222- Fares Systems Replacement Program	6,341,000	-	-	-	-	-	6,341,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	3,423,000	-	3,423,000	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	324,000	-	324,000	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	5,000,000
Operations	2,860,000	-	-	-	-	-	2,860,000
FMA543 - Police Fleet Vehicles	385,000	-	-	-	-	-	385,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-

2028 Details

Chief Office/Project Name	2028 Total Budget	2028 Total Budget-Bonds	2028 Total Budget-Executed	2028 Total Budget-Lease	2028 Total Budget-State	2028 Total Budget-Local Partner	Grants Award UTA Funds
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-
Planning & Engagement	1,149,000	-	-	-	-	-	1,149,000
MSP198 - Wayfinding Plan	300,000	-	-	-	-	-	300,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-
MSP294 - Planning Studies Managed Reserves	300,000	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-
Grand Total	**257,565,000**	**88,697,000**	**52,995,000**	**46,170,000**	**3,000,000**	**-**	**66,703,000**

2024

Utah Transit Authority- Transit Asset Management Group Sponsor Plan



Capital Servies Office-State of Good Repair Team

Utah Transit Authority

Utah Transit Authority Transit Asset Management Plan

Jay Fox, Accountable Executive

Last modified by Bryce James on 05 Aug 24 at 11:25

Introduction

Utah Transit Authority (UTA) administers the FTA 5310 Grant Program for the three Urbanized Areas of Utah. The vast majority of eligible subrecipients do not provide public transportation and only provide client specific transport. UTA is developing a group TAM plan for the limited agencies providing public transportation. These include: Weber County Aging Services and United Way of Utah County.

Weber County Aging Services was organized by a cooperative agreement between the Weber and Morgan County governments to serve as a local authority for provision of their substance abuse, mental health, and senior (aging) services. They provide opportunities and support for the senior citizens of Weber and Morgan Counties to increase their quality of life and extend their independence. Their programs are delivered with sensitivity to the frail elderly and those who have the greatest social and economic needs.

United Way of Utah County currently has an agreement with TURN Community Services to provide two (2) morning routes and two (2) afternoon routes. TURN is a Mon-Fri service providing transportation for adults with disabilities. Riders attend day programs where they learn life skills, summer camps, and other activities. Another agreement with Mountainland Association of Governments (MAG) provides senior citizens transportation via two (2) services. The first covers Mon-Fri service to seniors who can no longer drive to their senior centers with one (1) route in the morning and one (1) in the afternoon. The second is referred to as Utah Valley Rides where seniors may be tranported to their local cities in a Mon-Fri service. Cities covered are: Orem, Provo, AF, Pleasant Grove, Spanish Fork, Springville, and Payson.

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target
REVENUE VEHICLES						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A				
	AO - Automobile	N/A				
	BR - Over-the-road Bus	N/A				
	BU - Bus	N/A				
	CU - Cutaway Bus	0%	0%	0%	0%	0%
	DB - Double Decked Bus	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	N/A				
	MV - Mini-van	0%	0%	0%	0%	0%
	RT - Rubber-tire Vintage Trolley	N/A				
	SB - School Bus	N/A				
	SV - Sport Utility Vehicle	N/A				
	TB - Trolleybus	N/A				
	VN - Van	0%	0%	0%	0%	0%
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
EQUIPMENT						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	0%	0%	0%	0%	0%
	Steel Wheel Vehicles	N/A				
	Trucks and other Rubber Tire Vehicles	0%	0%	0%	0%	0%
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
FACILITIES						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A				
	Maintenance	N/A				
	Parking Structures	N/A				
	Passenger Facilities	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				

Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

Asset Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
RevenueVehicles	**10**	**4.4**	**47,152**	**$76,675.27**
AB - Articulated Bus	0	-	-	-
AO - Automobile	0	-	-	-
BR - Over-the-road Bus	0	-	-	-
BU - Bus	0	-	-	-
CU - Cutaway Bus	4	7.0	88,931	$90,745.98
DB - Double Decked Bus	0	-	-	-
FB - Ferryboat	0	-	-	-
MB - Mini-bus	0	-	-	-
MV - Mini-van	2	1.0	3,099	$60,150.00
RT - Rubber-tire Vintage Trolley	0	-	-	-
SB - School Bus	0	-	-	-
SV - Sport Utility Vehicle	0	-	-	-
TB - Trolleybus	0	-	-	-
VN - Van	4	3.5	27,399	$70,867.19
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
Equipment	**2**	**4.5**	**3,189**	**$48,473.42**
Non Revenue/Service Automobile	1	6.0	N/A	$44,255.83
Steel Wheel Vehicles	0	-	-	-
Trucks and other Rubber Tire Vehicles	1	3.0	3,189	$52,691.00
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
Facilities	**0**	**-**	**N/A**	**-**
Administration	0	-	N/A	-
Maintenance	0	-	N/A	-
Parking Structures	0	-	N/A	-
Passenger Facilities	0	-	N/A	-
Custom 1	0	-	N/A	-
Custom 2	0	-	N/A	-
Custom 3	0	-	N/A	-

Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

Asset Condition Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
RevenueVehicles	**10**	**4.4**	**47,152**	**N/A**	**$76,675.27**	**60%**
AB - Articulated Bus	0	-	-	N/A	-	-
AO - Automobile	0	-	-	N/A	-	-
BR - Over-the-road Bus	0	-	-	N/A	-	-
BU - Bus	0	-	-	N/A	-	-
CU - Cutaway Bus	4	7.0	88,931	N/A	$90,745.98	100%
DB - Double Decked Bus	0	-	-	N/A	-	-
FB - Ferryboat	0	-	-	N/A	-	-
MB - Mini-bus	0	-	-	N/A	-	-
MV - Mini-van	2	1.0	3,099	N/A	$60,150.00	0%
RT - Rubber-tire Vintage Trolley	0	-	-	N/A	-	-
SB - School Bus	0	-	-	N/A	-	-
SV - Sport Utility Vehicle	0	-	-	N/A	-	-
TB - Trolleybus	0	-	-	N/A	-	-
VN - Van	4	3.5	27,399	N/A	$70,867.19	50%
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
Equipment	**2**	**4.5**	**3,189**	**N/A**	**$48,473.42**	**0%**
Non Revenue/Service Automobile	1	6.0	N/A	N/A	$44,255.83	0%
Steel Wheel Vehicles	0	-	-	N/A	-	-
Trucks and other Rubber Tire Vehicles	1	3.0	3,189	N/A	$52,691.00	0%
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
Facilities	**0**	**-**	**N/A**	**-**	**-**	**N/A**
Administration	0	-	N/A	-	-	N/A
Maintenance	0	-	N/A	-	-	N/A
Parking Structures	0	-	N/A	-	-	N/A
Passenger Facilities	0	-	N/A	-	-	N/A
Custom 1	0	-	N/A	-	-	N/A
Custom 2	0	-	N/A	-	-	N/A
Custom 3	0	-	N/A	-	-	N/A

Decision Support

Investment Prioritization

Weber County Aging Services: Maintenance records and vehicle mileages will be used to prioritize investment on the existing fleet. For any new fleet vehicles, demand from the public will be used to prioritize investment. Both agencies (Weber County Aging Services Fleet and UTA staff) will discuss procurement and/or rehabilitation in relation to risk. Weber County Aging Services staff will perform a cost benefit analysis to determine the correct approach to maintain service levels.
United Way of Utah County: Staff will work with UTA to discuss future needs for vehicles considering vehicle age, mileage, condition, and service levels when scheduling replacement and/or rehabilitation priorities.

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Ride Pilot	Weber County Aging Services uses the RidePilot software, a system that tracks grant assets, vehicle usage, mileage, preventive maintenance activities, and annual vehicle inspection information. This informaton is used in prioritizing eligible grant projects based on the useful life and condition of the assets.
Fleet Inventory Form - Excel	This form lists all agency vehicles, the model year, date placed in service, mileage, and expected year to retire. This inventory is submitted annually to UTA and is used in prioritizing vehicle replacement requests.

Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

Appendices

Appendix A	Asset Register
Appendix B1	Revenue Vehicle (Rolling Stock) Condition Data
Appendix B2	Equipment Condition Data
Appendix B3	Facilities Condition Data
Appendix C	Proposed Investment Project List
Appendix D	Fleet Replacement Module Output

Group Plan Contributors:

Agency Name	Accountable Executive
United Way of Utah County	Gary Tippets

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Non Revenue/Service Automobile	Vehicle Lift	Stertil Koni 4 Column	Vehicle Lift System	1	NA	United Way of Utah County	2018	NA	$44,255.83
Equipment	Trucks and other Rubber Tire Vehicles	Ford Service Truck	Ford	Ford F550	1	1FDUF5HT6LDA14151	United Way of Utah County	2021	3,189	$52,691.00
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	Ford	Econonline	1	1FDFE4FS2HDC06593	United Way of Utah County	2016	81,122	$92,795.89
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	Ford	Econonline	1	1FDFE4FS7HDC06587	United Way of Utah County	2016	97,302	$92,795.89
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	Ford	E450	1	1FDFE4FS7HDC57295	United Way of Utah County	2018	86,549	$88,696.07
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	Ford	E450	1	1FDFE4FSXHDC57307	United Way of Utah County	2018	90,750	$88,696.07
RevenueVehicles	MV - Mini-van	2022 Chrysler Voyager	Chrysler	Voyager	1	2C4RC1CG7NR203865	United Way of Utah County	2023	3,283	$54,715.00
RevenueVehicles	MV - Mini-van	2023 Chrysler Voyager	Chrysler	Voyager	1	2C4RC1CG4PR597960	Weber County Aging Services	2023	2,914	$65,585.00
RevenueVehicles	VN - Van	2018 Ford Norcal Transit U4X	Ford	Norcal	1	1FDVU4XM6JKA22079	United Way of Utah County	2018	47,723	$78,559.38
RevenueVehicles	VN - Van	2018 Ford NorCal Transit U4X	Ford	Norcal	1	1FDVU4XM5JKA90323	United Way of Utah County	2018	38,441	$78,559.38
RevenueVehicles	VN - Van	2022 Accessible (ADA) Ford	Ford	Transit Van	1	1FDVU4XG9NKA42372	United Way of Utah County	2023	2,809	$54,715.00
RevenueVehicles	VN - Van	T-350 HD WAGON DRW	Ford	Transit Van	1	1FDVU4X81MKA75762	United Way of Utah County	2023	20,624	$71,635.00

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	1	1FDFE4FS2HDC06593	8	81,122	$92,795.89	4	Yes
RevenueVehicles	CU - Cutaway Bus	2017 Ford Econoline Cutaway Bu	1	1FDFE4FS7HDC06587	8	97,302	$92,795.89	4	Yes
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	1	1FDFE4FS7HDC57295	6	86,549	$88,696.07	4	Yes
RevenueVehicles	CU - Cutaway Bus	2017 Glaval Universal E450	1	1FDFE4FSXHDC57307	6	90,750	$88,696.07	4	Yes
RevenueVehicles	MV - Mini-van	2022 Chrysler Voyager	1	2C4RC1CG7NR203865	1	3,283	$54,715.00	4	No
RevenueVehicles	MV - Mini-van	2023 Chrysler Voyager	1	2C4RC1CG4PR597960	1	2,914	$65,585.00	4	No
RevenueVehicles	VN - Van	2018 Ford Norcal Transit U4X	1	1FDVU4XM6JKA22079	6	47,723	$78,559.38	4	Yes
RevenueVehicles	VN - Van	2018 Ford NorCal Transit U4X	1	1FDVU4XM5JKA90323	6	38,441	$78,559.38	4	Yes
RevenueVehicles	VN - Van	2022 Accessible (ADA) Ford	1	1FDVU4XG9NKA42372	1	2,809	$54,715.00	4	No
RevenueVehicles	VN - Van	T-350 HD WAGON DRW	1	1FDVU4X81MKA75762	1	20,624	$71,635.00	4	No

Appendix B: Asset Condition Data

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Non Revenue/Service Automobile	Vehicle Lift	1	NA	6	NA	$44,255.83	10	No
Equipment	Trucks and other Rubber Tire Vehicles	Ford Service Truck	1	1FDUF5HT6LDA14151	3	3,189	$52,691.00	14	No

Accountable Executive Approval Sheet

This document outlines the Utah Transit Authority's (UTA) Group TAM plan members.

As the Accountable Executive, I acknowledge that I have reviewed this document and found it consistent with UTA's approach and commitment to keeping its overall operation in a State of Good Repair (SGR).

_____ _____

(Jay Fox – UTA Executive Director) (Date)

As the Accountable Executive, I acknowledge that I have reviewed this document and found it consistent with Weber County Aging Services' approach and commitment to UTA's Group TAM plan.

Nobu Iizuka 8/7/2024

(Nobu Iizuka – Weber Human Services Director) (Date)

Accountable Executive Approval Sheet

This document outlines the Utah Transit Authority's (UTA) Group TAM plan members.

As the Accountable Executive, I acknowledge that I have reviewed this document and found it consistent with UTA's approach and commitment to keeping its overall operation in a State of Good Repair (SGR).

_____ _____

(Jay Fox – UTA Executive Director) (Date)

As the Accountable Executive, I acknowledge that I have reviewed this document and found it consistent with United Way of Utah County's approach and commitment to UTA's Group TAM plan.



8/6/24

(Gary Tippets –United Way of Utah County Director) (Date)

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	David Hancock, Chief Capital Services Officer
PRESENTER(S):	David Hancock, Chief Capital Services Officer Daniel Hofer, Director - Capital Programming and Support

TITLE:

Proposed Final 2025-2029 Five Year Capital Plan

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
For information and opportunity to provide feedback

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 Agency.

Utah's Public Transit District Act and Board Policy 2.1 require the 5-Year Capital Plan to be approved by the Local Advisory Council prior to being presented to the Board for adoption.

This proposed 5-Year Capital Plan covers the period from 2025 through 2029.

DISCUSSION:
Staff will present the 5-year Capital Plan for 2025 through 2029 for Board review and discussion. Information will include upcoming key dates related to the five-year plan adoption and highlight UTA capital program

initiatives.

This discussion will be a continuation of the discussion that was held during the Board Budget Workshops earlier in the month of August. UTA staff will highlight any changes that have occurred between the Board Workshop and this presentation.

ALTERNATIVES:
The Board of Trustees can provide feedback for UTA staff to incorporate into the plan document. The following are risks that could materialize as a result of a delay:

- Could impact the proposed UTA 2025 Tentative Budget scheduled for adoption on September 25th

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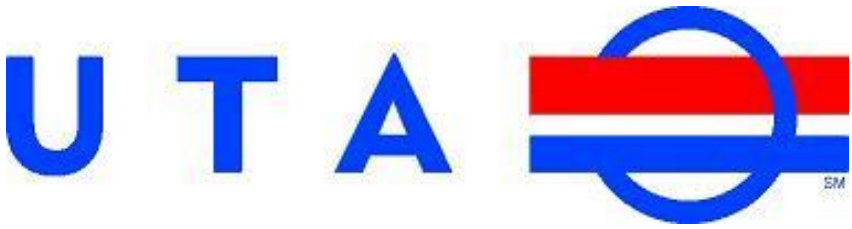
FISCAL IMPACT:
The Five-Year Capital Plan sets a financial strategy for the coming 2025-2029 period about how UTA will spend its capital funds. The overall plan amount is $1,199,568,000. This is made up of a combination of external funding sources such as federal or state partners, local entity partners, financing, or UTA funds. This plan contains $303,664,000 in UTA funds.

ATTACHMENTS:

- Proposed Final 2025-2029 Five Year Capital Plan

Utah Transit Authority Five-Year Capital Plan

2025-2029



Rev00

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 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

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

New project requests were submitted for funding consideration. The proposed project should meet a specific objective such as a mobility need, state of good repair 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 and discussed by Executives. Prioritization considerations encompass UTA's Agency Goals and Objectives including:

- Previous Five-Year Plan Alignment
- Legal and Safety Requirements
- Delivery Potential
- Agency Goal- Quality of Life
- Agency Goal- Customer Experience
- Agency Goal- Organizational Excellence
- Agency Goal- Community Support
- Agency Goal- Economic Return

Executives reviewed the requests and weighed them against agency goals and objectives. Projects with a lower priority may be reduced in scope or moved to subsequent years as necessary. Once the project list was finalized, a draft 5-year plan was submitted to the Executive Team for review. Requests are trimmed as needed to meet the anticipated 5-year funding resources, which is based on committed or reasonably foreseeable funding sources.

3 Proposed Capital Plan

Overview

The 2025-2029 capital requests have been compiled and a new 2025-2029 Five Year Capital Plan has been produced. Tables showing the proposed capital plan 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 budget for 2025 will be incorporated into UTA's proposed 2025 annual budget. Any new, unforeseen items that come up during the year will be considered for annual budget adjustments or amendments as needed.

The capital budget and plan will be organized and presented by Chief Office. Projects being managed by that Office will be organized under the respective office.

Proposed 2025 Capital Plan Summary

Chief Office	2025 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	276,029,000	115,899,000	50,149,000	55,707,000	54,274,000
Enterprise Strategy	15,809,000	2,400,000	-	-	13,409,000
Executive Director (Safety)	1,996,000	-	-	-	1,996,000
Finance	21,211,000	5,542,000	490,000	-	15,179,000
Operations	9,700,000	3,730,000	-	-	5,970,000
People	2,145,000	-	-	-	2,145,000
Planning & Engagement	3,341,000	-	-	-	3,341,000
Grand Total	**330,231,000**	**127,571,000**	**50,639,000**	**55,707,000**	**96,314,000**

Proposed 2026 Capital Plan Summary

Chief Office	2026 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	223,723,000	78,827,000	42,195,000	64,035,000	38,666,000
Enterprise Strategy	12,623,000	3,200,000	-	-	9,423,000
Executive Director (Safety)	1,485,000	-	-	-	1,485,000
Finance	17,868,000	2,407,000	137,000	-	15,324,000
Operations	7,213,000	2,510,000	-	-	4,703,000
People	75,000	-	-	-	75,000
Planning & Engagement	2,133,000	-	-	-	2,133,000
Grand Total	**265,120,000**	**86,944,000**	**42,332,000**	**64,035,000**	**71,809,000**

Proposed 2027 Capital Plan Summary

Chief Office	2027 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	218,018,000	85,344,000	15,202,000	93,459,000	24,013,000
Enterprise Strategy	5,275,000	1,600,000	-	-	3,675,000
Executive Director (Safety)	756,000	-	-	-	756,000
Finance	15,532,000	3,395,000	-	-	12,137,000
Operations	4,247,000	937,000	-	-	3,310,000
People	75,000	-	-	-	75,000
Planning & Engagement	1,449,000	-	-	-	1,449,000
Grand Total	**245,352,000**	**91,276,000**	**15,202,000**	**93,459,000**	**45,415,000**

Proposed 2028 Capital Plan Summary

Chief Office	2028 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	170,588,000	23,874,000	8,093,000	112,270,000	26,351,000
Enterprise Strategy	3,930,000	-	-	-	3,930,000
Executive Director (Safety)	620,000	-	-	-	620,000
Finance	20,543,000	4,152,000	-	-	16,391,000
Operations	3,200,000	580,000	-	-	2,620,000
People	75,000	-	-	-	75,000
Planning & Engagement	1,449,000	-	-	-	1,449,000
Grand Total	**200,405,000**	**28,606,000**	**8,093,000**	**112,270,000**	**51,436,000**

Proposed 2029 Capital Plan Summary

Chief Office	2029 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	139,347,000	27,818,000	4,103,000	86,850,000	20,576,000
Enterprise Strategy	3,280,000	-	-	-	3,280,000
Executive Director (Safety)	720,000	-	-	-	720,000
Finance	10,484,000	415,000	-	-	10,069,000
Operations	3,205,000	584,000	-	-	2,621,000
People	75,000	-	-	-	75,000
Planning & Engagement	1,349,000	-	-	-	1,349,000
Grand Total	**158,460,000**	**28,817,000**	**4,103,000**	**86,850,000**	**38,690,000**

Proposed 5-Year Capital Plan Summary by Program Category

Chief Office	2029 Total Budget	Grants	State/Local Partners	Financing	UTA Funds
Capital Services	1,027,705,000	331,762,000	119,742,000	412,321,000	163,880,000
Enterprise Strategy	40,917,000	7,200,000	-	-	33,717,000
Executive Director (Safety)	5,577,000	-	-	-	5,577,000
Finance	85,638,000	15,911,000	627,000	-	69,100,000
Operations	27,565,000	8,341,000	-	-	19,224,000
People	2,445,000	-	-	-	2,445,000
Planning & Engagement	9,721,000	-	-	-	9,721,000
Grand Total	**1,199,568,000**	**363,214,000**	**120,369,000**	**412,321,000**	**303,664,000**

Proposed 5-Year Capital Plan Summary by Year

Year	Total Budget	Grants	State/Local Partners	Financing	UTA Funds
2025	330,231,000	127,571,000	50,639,000	55,707,000	96,314,000
2026	265,120,000	86,944,000	42,332,000	64,035,000	71,809,000
2027	245,352,000	91,276,000	15,202,000	93,459,000	45,415,000
2028	200,405,000	28,606,000	8,093,000	112,270,000	51,436,000
2029	158,460,000	28,817,000	4,103,000	86,850,000	38,690,000
Total	**1,199,568,000**	**363,214,000**	**120,369,000**	**412,321,000**	**303,664,000**

4 Five-Year Capital 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 UTA/UDOT Coordination

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. The following are projects that UTA and UDOT are partnering on as a result of this legislation:

1) FrontRunner 2X
    a. Double tracking of UTA's FrontRunner system to increase overall capacity and frequency for this service.
2) Point of Mountain Improvements
    a. Tied to FrontRunner 2X. Includes a new station and double tracking in the Bluffdale area.
3) S-Line Extension
    a. Extension of the Sugarhouse Streetcar line going up to Highland Dr.
4) Mid-Valley Connector (MVX)

    a. Service route going from Murray Central Station to West Valley Central Station
5) FrontRunner South Extension
    a. Early efforts relating to a FrontRunner extension going from Provo to Payson
6) Sharpe/Tintic Rail Corridor Connection
    a. Connection between two existing rail corridors that would facilitate a future FrontRunner extension from Provo to Payson.
7) TechLink
    a. Future light rail system improvements around the downtown and University of Utah area.

Conclusion

The details of the UTA 2025-2029 Five-Year Capital Plan are presented in the attached tables.

Attachment A

UTA 5-Year Capital Plan - Project Detail

2025 through 2029

Tentative 2025-2029 Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
Capital Services	276,029,000	223,723,000	218,018,000	170,588,000	139,347,000	1,027,705,000
FMA516 - Corridor Fencing	60,000	60,000	60,000	60,000	60,000	300,000
FMA679 - Building Remodels/Reconfigurations	1,290,000	1,190,000	1,040,000	540,000	500,000	4,560,000
FMA680 - Suicide Prevention Research Project	2,000	-	-	-	-	2,000
FMA687 - Layton Station Improvements	60,000	550,000	-	-	-	610,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	150,000	150,000	-	-	-	300,000
FMA693 - Meadowbrook Electrification	1,786,000	1,836,000	-	-	-	3,622,000
FMA694 - Electric Bus Chargers	500,000	1,300,000	1,300,000	1,300,000	1,300,000	5,700,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	250,000	1,750,000	-	-	-	2,000,000
MSP102 - Depot District	-	-	-	-	-	-
MSP132 - IPCS Tech Support		35,000	35,000	35,000	70,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	1,000,000	-	-	3,000,000
MSP156- Prop 1 Davis County	170,000					170,000
MSP185 - Ogden/Weber State University BRT	6,000,000	-	-	-	-	6,000,000
MSP189 - Signal Pre-emption Projects w/UDOT	30,000	-	-	-	-	30,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	6,000,000
MSP202 - Davis-SLC Community Connector	6,790,000	2,500,000	25,695,000	4,200,000	3,000,000	42,185,000
MSP205- Tiger Program of Projects	-					-
MSP207 - 3300/3500 South Max EXP\Optimization	691,000	-	-	-	-	691,000
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	70,000	70,000	1,500,000	-	1,710,000
MSP216 - Point of the Mountain Transit	500,000	200,000	200,000	200,000	200,000	1,300,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	364,000	-	-	-	-	364,000
MSP228- Operator Restrooms in Salt Lake County					-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	364,000	-	-	-	-	364,000
MSP231- Operator Shack at University Medical EOL					-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-					-
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	2,592,000	2,856,000	3,156,000	2,693,000	2,693,000	13,990,000
MSP253 - Mid-Valley Connector	45,000,000	30,000,000	8,594,000	-	-	83,594,000
MSP254 - TechLink	4,000,000	2,000,000	-	-	-	6,000,000
MSP255 - Central Corridor	50,000	-	-	-	-	50,000
MSP257- Gap Filler on FR Stations	-					-
MSP258 - Mt. Ogden Amin Bldg. Expansion	9,081,000	8,746,000	-	-	-	17,827,000
MSP259 - S-Line Extension	11,746,000	11,746,000	-	-	-	23,492,000
MSP260 - Westside Express (5600 West)	23,498,000	15,800,000	-	-	-	39,298,000
MSP262 - SL Central HQ Office	1,000,000	-	-	-	-	1,000,000
MSP263 - TOD Working Capital	2,388,000	688,000	688,000	688,000	688,000	5,140,000
MSP264 - FrontRunner South Extension	3,050,000	2,300,000	300,000	300,000	300,000	6,250,000

Tentative 2025-2029 Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
MSP265 - Program Management Support	4,430,000	4,430,000	3,730,000	3,730,000	3,730,000	20,050,000
MSP267 - New Maintenance Training Facility	5,229,000	5,039,000	-	-	-	10,268,000
MSP271 - MOW Training Yard	3,196,000	1,000,000	-	-	-	4,196,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	675,000	-	-	-	1,350,000
MSP286 - Utah County Park & Ride Lots	6,185,000	-	-	-	-	6,185,000
MSP287 - 900 East UVX Station	3,211,000	212,000	-	-	-	3,423,000
MSP288 - Sustainability Project Pool	300,000	200,000	200,000	200,000	200,000	1,100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-
MSP290- Orange Street Microtransit	-					-
MSP293 - FronRunner Shephard Lane	3,700,000	-	-	-	-	3,700,000
MSP300 - New TRAX platform in South Jordan	1,500,000	-	-	-	-	1,500,000
MSP301 - Federal Bus Stops 5339	802,000	717,000	-	-	-	1,519,000
MSP312 - FrontRunner Point Improvements	300,000	300,000	300,000	-	-	900,000
MSP313 - Electric Charger Program	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	100,000	100,000	100,000	100,000	500,000
REV205 - Replacement Non-Revenue Support Vehicles	5,000,000	3,000,000	3,000,000	3,000,000	3,500,000	17,500,000
REV209 - Paratransit Replacements	4,851,000	3,961,000	5,780,000	5,967,000	6,000,000	26,559,000
REV211 - Replacement Buses	-	29,798,000	30,000,000	30,000,000	61,790,000	151,588,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
REV232 - Van Pool Van Replacements	1,716,000	1,757,000	1,800,000	1,843,000	1,900,000	9,016,000
REV233 - Commuter Rail Vehicle Procurement - Used	4,500,000	500,000	4,964,000	-	-	9,964,000
REV236 - VW Battery Buses	275,000	-	-	-	-	275,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	35,400,000	28,200,000	78,400,000	71,600,000	13,700,000	227,300,000
REV240 - Motor Pool Key Management System	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	100,000	100,000	100,000	100,000	500,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR040 - Light Rail Vehicle Rehab	10,200,000	11,342,000	8,919,000	6,801,000	3,661,000	40,923,000
SGR047 - LRT Stray Current Control	450,000	450,000	450,000	450,000	450,000	2,250,000
SGR353 - Commuter Rail Engine Overhaul	2,000,000	1,200,000	-	-	-	3,200,000
SGR359 - Bridge Rehabilitation & Maintenance	420,000	440,000	460,000	500,000	520,000	2,340,000
SGR370 - Red Signal Enforcement	3,409,000	2,863,000	-	-	-	6,272,000
SGR385 - Rail Replacement Program	6,500,000	4,500,000	3,500,000	500,000	500,000	15,500,000
SGR390 - Jordan River #2 Remodel	8,200,000	-	-	-	-	8,200,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	2,500,000	2,200,000	2,500,000	2,500,000	12,200,000
SGR397 - TPSS Component Replacement	5,000,000	1,000,000	-	-	-	6,000,000
SGR398 - OCS Rehab/Replace	5,000,000	8,429,000	10,000,000	10,000,000	10,000,000	43,429,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	8,000,000	9,467,000	10,000,000	10,000,000	10,000,000	47,467,000

Tentative 2025-2029 Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,500,000	4,500,000	1,600,000	1,400,000	1,500,000	13,500,000
SGR407 - Bus Stop Enhancements	1,275,000	1,275,000	1,275,000	1,275,000	1,275,000	6,375,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR409 - System Restrooms	2,245,000	1,120,000	1,120,000	1,120,000	1,120,000	6,725,000
SGR410 - Fiber Rehab/Replacement	1,600,000	1,000,000	682,000	686,000	690,000	4,658,000
SGR411 - Farmington Ped Bridge Repairs	560,000	-	-	-	-	560,000
SGR412- PCC Replacement Project	2,918,000	1,571,000	-	-	-	4,489,000
Enterprise Strategy	15,809,000	12,623,000	5,275,000	3,930,000	3,280,000	40,917,000
ICI001 - Passenger Information	1,350,000	1,350,000	-	-	-	2,700,000
ICI146 - FrontRunner WiFi Enhancements	200,000	200,000	150,000	150,000	100,000	800,000
ICI173 - JDE System Enhancements	50,000	50,000	50,000	50,000	50,000	250,000
ICI179 - Network Infrastructure Equipment & Software	1,600,000	1,200,000	500,000	500,000	500,000	4,300,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-
ICI186 - In House Application Development	200,000	200,000	200,000	200,000	200,000	1,000,000
ICI191 - IT Managed Reserves	400,000	400,000	400,000	400,000	400,000	2,000,000
ICI197 - Bus Communications On-Board Technology	200,000	200,000	100,000	200,000	200,000	900,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	410,000	475,000	250,000	330,000	550,000	2,015,000
ICI199 - Rail Communication Onboard Tech	100,000	100,000	100,000	100,000	200,000	600,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	506,000	200,000	200,000	1,600,000	880,000	3,386,000
ICI202 - Radio Comm Infrastructure	100,000	100,000	100,000	50,000	50,000	400,000
ICI214 - APC Upgrade	850,000	750,000	1,000,000	-	-	2,600,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-
ICI221 - Customer Relations Software Replacement	-					-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	225,000	-	225,000	-	450,000
ICI225- SharePoint 2016 Migration to SharePoint Online		-				-
ICI226 - Radio Communication System	4,200,000	4,000,000	2,000,000	-	-	10,200,000
ICI230- Operations System	5,183,000	2,903,000	-	-	-	8,086,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	60,000	145,000	100,000	-	-	305,000
ICI233- Technology Systems- State of Good Repair	100,000	125,000	125,000	125,000	150,000	625,000
ICI235 - ERP Phase 2: Procurement	300,000	-	-	-	-	300,000
Executive Director (Safety)	1,996,000	1,485,000	756,000	620,000	720,000	5,577,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - Camera Sustainability	656,000	645,000	636,000	500,000	600,000	3,037,000
FMA658 - Bus Replacement Camera System	620,000	620,000	-	-	-	1,240,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	600,000	100,000	-	-	-	700,000
Finance	21,211,000	17,868,000	15,532,000	20,543,000	10,484,000	85,638,000
CDA006 - 5310 Administration Funds All Years	313,000	322,000	332,000	342,000	352,000	1,661,000
FMA686 - Warehouse Equipment Managed Reserve	94,000	55,000	123,000	50,000	69,000	391,000

Tentative 2025-2029 Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
ICI213 - eVoucher Phase 2	89,000	-	-	-	-	89,000
ICI222 - ICI222- Fares Systems Replacement Program	4,996,000	5,269,000	2,014,000	6,341,000	-	18,620,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	63,000	315,000
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	591,000	200,000	-	-	-	791,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	115,000	-	-	-	-	115,000
MSP278 - FFY 2022 UT02023 O/L 5310	200,000	-	-	-	-	200,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	50,000	-	-	-	-	50,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	-	-	-	-	100,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	50,000	-	-	-	-	50,000
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	50,000	-	-	-	-	50,000
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	50,000	-	-	-	-	50,000
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	50,000	-	-	-	-	50,000
MSP302 - FFY 2024 O/L 5310	700,000	185,000	-	-	-	885,000
MSP303 - FFY 2023 O/L 5310	700,000	160,000	-	-	-	860,000
MSP304 - FFY 2023 P/O 5310	500,000	134,000	-	-	-	634,000
MSP305 - FFY 2023 SL/WV 5310	1,000,000	639,000	-	-	-	1,639,000
MSP306 - FFY 2026 All UZAs 5310	-	-	-	3,423,000	-	3,423,000
MSP307 - FFY 2025 All UZAs 5310	-	-	3,000,000	324,000	-	3,324,000
MSP308 - FFY 2024 SL/WV 5310	1,000,000	688,000	-	-	-	1,688,000
MSP309 - FFY 2024 P/O 5310	500,000	153,000	-	-	-	653,000
MSP999 - Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Operations	9,700,000	7,213,000	4,247,000	3,200,000	3,205,000	27,565,000
FMA543 - Police Fleet Vehicles	1,105,000	1,138,000	1,172,000	725,000	730,000	4,870,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	800,000	800,000	800,000	800,000	4,000,000
FMA653 - Facilities Rehab/Replacement	1,130,000	800,000	800,000	800,000	800,000	4,330,000
FMA672 - Park & Ride Rehab/Replacement	400,000	400,000	400,000	400,000	400,000	2,000,000
FMA673 - Stations and Platforms Rehab/Replacement	440,000	200,000	200,000	200,000	200,000	1,240,000
FMA684 - Police Managed Reserve	275,000	275,000	275,000	275,000	275,000	1,375,000
FMA685 - Wheel Truing Machine JRSC	3,500,000	2,000,000	-	-	-	5,500,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	50,000	-	-	-	-	50,000
SGR386 - LRV repairs for 1137 and 1122	2,000,000	1,600,000	600,000	-	-	4,200,000
People	2,145,000	75,000	75,000	75,000	75,000	2,445,000
ICI228 - CPO New HRIS system application upgrade	1,570,000	-	-	-	-	1,570,000

Tentative 2025-2029 Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2025	2026	2027	2028	2029	Grand Total
MSP291 - CareATC Location Build Out	-	-	-	-	-	-
MSP310 - Bus Training Simulator	450,000	-	-	-	-	450,000
MSP318 - MOW Apprenticeship & Training	50,000	-	-	-	-	50,000
MSP319 - Bus Maintenance Training	75,000	75,000	75,000	75,000	75,000	375,000
Planning & Engagement	3,341,000	2,133,000	1,449,000	1,449,000	1,349,000	9,721,000
MSP198 - Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP268 - Optical Detection Next Steps	-					-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	1,711,000	933,000	449,000	449,000	449,000	3,991,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	-	400,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-
MSP294 - Planning Studies	605,000	300,000	300,000	300,000	300,000	1,805,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	200,000	-	-	-	400,000
REV234 - Tooele County Microtransit & Vehicle Electrification	125,000	-	-	-	-	125,000
Grand Total	**330,231,000**	**265,120,000**	**245,352,000**	**200,405,000**	**158,460,000**	**1,199,568,000**

UTA 2025-2029 Five Year Plan- Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	1,027,705,000	177,675,000	331,762,000	-	-	234,646,000	108,212,000	11,530,000	163,880,000
FMA516 - Corridor Fencing	300,000	-	-	-	-	-	-	-	300,000
FMA679 - Building Remodels/Reconfigurations	4,560,000	-	-	-	-	-	-	-	4,560,000
FMA680 - Suicide Prevention Research Project	2,000	-	1,000	-	-	-	-	-	1,000
FMA687 - Layton Station Improvements	610,000	-	-	-	-	-	-	-	610,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	300,000	-	-	-	-	-	-	-	300,000
FMA693 - Meadowbrook Electrification	3,622,000	-	-	-	-	-	-	-	3,622,000
FMA694 - Electric Bus Chargers	5,700,000	-	-	-	-	-	-	-	5,700,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
MSP102 - Depot District	-	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	175,000	-	-	-	-	-	-	-	175,000
MSP140 - Box Elder County Corridor Preservation	3,000,000	-	-	-	-	-	-	3,000,000	-
MSP156- Prop 1 Davis County	170,000	-	-	-	-	-	-	-	170,000
MSP185 - Ogden/Weber State University BRT	6,000,000	-	5,580,000	-	-	-	-	-	420,000
MSP189 - Signal Pre-emption Projects w/UDOT	30,000	-	-	-	-	-	-	30,000	-
MSP193 - Weber County Corridor Preservation	6,000,000	-	1,500,000	-	-	-	-	4,500,000	-
MSP202 - Davis-SLC Community Connector	42,185,000	-	24,185,000	-	-	-	18,000,000	-	-
MSP205- Tiger Program of Projects	-	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	691,000	-	642,000	-	-	-	-	-	49,000
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	1,710,000	-	-	-	-	-	-	-	1,710,000
MSP216 - Point of the Mountain Transit	1,300,000	-	1,250,000	-	-	-	-	-	50,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	364,000	-	338,000	-	-	-	-	-	26,000
MSP228- Operator Restrooms in Salt Lake County	-	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	364,000	-	-	-	-	-	-	-	364,000
MSP231- Operator Shack at University Medical EOL	-	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	1,500,000	-	-	-	-	-	-	-	1,500,000
MSP252 - FrontRunner 2X	13,990,000	-	-	-	-	-	13,990,000	-	-
MSP253 - Mid-Valley Connector	83,594,000	-	52,028,000	-	-	-	31,566,000	-	-
MSP254 - TechLink	6,000,000	-	4,800,000	-	-	-	-	-	1,200,000
MSP255 - Central Corridor	50,000	-	-	-	-	-	50,000	-	-
MSP257- Gap Filler on FR Stations	-	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Amin Bldg. Expansion	17,827,000	10,375,000	7,452,000	-	-	-	-	-	-
MSP259 - S-Line Extension	23,492,000	-	-	-	-	-	19,746,000	-	3,746,000
MSP260 - Westside Express (5600 West)	39,298,000	-	21,688,000	-	-	-	17,610,000	-	-
MSP262 - SL Central HQ Office	1,000,000	-	-	-	-	-	-	-	1,000,000
MSP263 - TOD Working Capital	5,140,000	-	-	-	-	-	-	-	5,140,000
MSP264 - FrontRunner South Extension	6,250,000	-	-	-	-	-	4,850,000	1,400,000	-
MSP265 - Program Management Support	20,050,000	-	-	-	-	-	-	-	20,050,000
MSP267 - New Maintenance Training Facility	10,268,000	-	-	-	-	10,268,000	-	-	-
MSP271 - MOW Training Yard	4,196,000	-	-	-	-	4,196,000	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	1,350,000	-	1,080,000	-	-	-	-	-	270,000
MSP286 - Utah County Park & Ride Lots	6,185,000	-	3,334,000	-	-	-	-	2,600,000	251,000

UTA 2025-2029 Five Year Plan- Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP287 - 900 East UVX Station	3,423,000	-	3,183,000	-	-	-	-	-	240,000
MSP288 - Sustainability Project Pool	1,100,000	-	-	-	-	-	-	-	1,100,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit	-	-	-	-	-	-	-	-	-
MSP293 - FronRunner Shephard Lane	3,700,000	-	-	-	-	-	-	-	3,700,000
MSP300 - New TRAX platform in South Jordan	1,500,000	-	-	-	-	-	1,500,000	-	-
MSP301 - Federal Bus Stops 5339	1,519,000	-	1,214,000	-	-	-	-	-	305,000
MSP312 - FrontRunner Point Improvements	900,000	-	-	-	-	-	900,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	500,000	-	-	-	-	-	-	-	500,000
REV205 - Replacement Non-Revenue Support Vehicles	17,500,000	-	-	-	-	17,500,000	-	-	-
REV209 - Paratransit Replacements	26,559,000	-	-	-	-	26,359,000	-	-	200,000
REV211 - Replacement Buses	151,588,000	-	2,000,000	-	-	149,143,000	-	-	445,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	7,500,000	-	-	-	-	-	-	-	7,500,000
REV232 - Van Pool Van Replacements	9,016,000	-	-	-	-	9,016,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	9,964,000	-	-	-	-	9,964,000	-	-	-
REV236 - VW Battery Buses	275,000	-	-	-	-	-	-	-	275,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	227,300,000	167,300,000	60,000,000	-	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	500,000	-	-	-	-	-	-	-	500,000
REV242 - Replacement Non-rev equipment/special vehicles	2,500,000	-	-	-	-	-	-	-	2,500,000
SGR040 - Light Rail Vehicle Rehab	40,923,000	-	32,736,000	-	-	-	-	-	8,187,000
SGR047 - LRT Stray Current Control	2,250,000	-	-	-	-	-	-	-	2,250,000
SGR353 - Commuter Rail Engine Overhaul	3,200,000	-	2,820,000	-	-	-	-	-	380,000
SGR359 - Bridge Rehabilitation & Maintenance	2,340,000	-	-	-	-	-	-	-	2,340,000
SGR370 - Red Signal Enforcement	6,272,000	-	-	-	-	-	-	-	6,272,000
SGR385 - Rail Replacement Program	15,500,000	-	12,000,000	-	-	-	-	-	3,500,000
SGR390 - Jordan River #2 Remodel	8,200,000	-	-	-	-	8,200,000	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	15,000,000	-	9,600,000	-	-	-	-	-	5,400,000
SGR393 - Grade Crossing Replacement Program	12,200,000	-	9,760,000	-	-	-	-	-	2,440,000
SGR397 - TPSS Component Replacement	6,000,000	-	4,800,000	-	-	-	-	-	1,200,000
SGR398 - OCS Rehab/Replace	43,429,000	-	27,264,000	-	-	-	-	-	16,165,000
SGR401 - Ballast and Tie replacement	1,500,000	-	-	-	-	-	-	-	1,500,000
SGR403 - Train Control Rehab & Replacement	47,467,000	-	31,717,000	-	-	-	-	-	15,750,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	13,500,000	-	7,200,000	-	-	-	-	-	6,300,000
SGR407 - Bus Stop Enhancements	6,375,000	-	-	-	-	-	-	-	6,375,000
SGR408 - Route End of Line (EOL) Enhancements	2,500,000	-	-	-	-	-	-	-	2,500,000
SGR409 - System Restrooms	6,725,000	-	-	-	-	-	-	-	6,725,000
SGR410 - Fiber Rehab/Replacement	4,658,000	-	-	-	-	-	-	-	4,658,000
SGR411 - Farmington Ped Bridge Repairs	560,000	-	-	-	-	-	-	-	560,000
SGR412- PCC Replacement Project	4,489,000	-	3,590,000	-	-	-	-	-	899,000
Enterprise Strategy	40,917,000	-	7,200,000	-	-	-	-	-	33,717,000
ICI001 - Passenger Information	2,700,000	-	-	-	-	-	-	-	2,700,000
ICI146 - FrontRunner WiFi Enhancements	800,000	-	-	-	-	-	-	-	800,000
ICI173 - JDE System Enhancements	250,000	-	-	-	-	-	-	-	250,000
ICI179 - Network Infrastructure Equipment & Software	4,300,000	-	-	-	-	-	-	-	4,300,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-	-
ICI186 - In House Application Development	1,000,000	-	-	-	-	-	-	-	1,000,000

UTA 2025-2029 Five Year Plan- Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
ICI191 - IT Managed Reserves	2,000,000	-	-	-	-	-	-	-	2,000,000
ICI197 - Bus Communications On-Board Technology	900,000	-	-	-	-	-	-	-	900,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	2,015,000	-	-	-	-	-	-	-	2,015,000
ICI199 - Rail Communication Onboard Tech	600,000	-	-	-	-	-	-	-	600,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	3,386,000	-	-	-	-	-	-	-	3,386,000
ICI202 - Radio Comm Infrastructure	400,000	-	-	-	-	-	-	-	400,000
ICI214 - APC Upgrade	2,600,000	-	-	-	-	-	-	-	2,600,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-	-
ICI221 - Customer Relations Software Replacement	-	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	450,000	-	-	-	-	-	-	-	450,000
ICI225- SharePoint 2016 Migration to SharePoint Online	-	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	10,200,000	-	7,200,000	-	-	-	-	-	3,000,000
ICI230- Operations System	8,086,000	-	-	-	-	-	-	-	8,086,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	305,000	-	-	-	-	-	-	-	305,000
ICI233- Technology Systems- State of Good Repair	625,000	-	-	-	-	-	-	-	625,000
ICI235 - ERP Phase 2: Procurement	300,000	-	-	-	-	-	-	-	300,000
Executive Director (Safety)	5,577,000	-	-	-	-	-	-	-	5,577,000
FMA604 - Safety General Projects	600,000	-	-	-	-	-	-	-	600,000
FMA645 - Camera Sustainability	3,037,000	-	-	-	-	-	-	-	3,037,000
FMA658 - Bus Replacement Camera System	1,240,000	-	-	-	-	-	-	-	1,240,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	700,000	-	-	-	-	-	-	-	700,000
Finance	85,638,000	-	15,911,000	-	-	-	-	627,000	69,100,000
CDA006 - 5310 Administration Funds All Years	1,661,000	-	1,661,000	-	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	391,000	-	-	-	-	-	-	-	391,000
ICI213 - eVoucher Phase 2	89,000	-	-	-	-	-	-	-	89,000
ICI222 - ICI222- Fares Systems Replacement Program	18,620,000	-	-	-	-	-	-	-	18,620,000
ICI234 - Coordinated Mobility IT Support	315,000	-	315,000	-	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	791,000	-	507,000	-	-	-	-	284,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	115,000	-	79,000	-	-	-	-	36,000	-
MSP278 - FFY 2022 UT02023 O/L 5310	200,000	-	100,000	-	-	-	-	100,000	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	50,000	-	50,000	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	-	100,000	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	50,000	-	50,000	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	50,000	-	40,000	-	-	-	-	10,000	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	50,000	-	40,000	-	-	-	-	10,000	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	50,000	-	40,000	-	-	-	-	10,000	-
MSP302 - FFY 2024 O/L 5310	885,000	-	708,000	-	-	-	-	177,000	-
MSP303 - FFY 2023 O/L 5310	860,000	-	860,000	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	634,000	-	634,000	-	-	-	-	-	-

UTA 2025-2029 Five Year Plan- Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP305 - FFY 2023 SL/WV 5310	1,639,000	-	1,639,000	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	3,423,000	-	3,423,000	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	3,324,000	-	3,324,000	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	1,688,000	-	1,688,000	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	653,000	-	653,000	-	-	-	-	-	-
MSP999 - Capital Contingency	25,000,000	-	-	-	-	-	-	-	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	-	-	25,000,000
Operations	27,565,000	-	8,341,000	-	-	-	-	-	19,224,000
FMA543 - Police Fleet Vehicles	4,870,000	-	3,895,000	-	-	-	-	-	975,000
FMA652 - Facilities, Equipment Managed Reserve	4,000,000	-	-	-	-	-	-	-	4,000,000
FMA653 - Facilities Rehab/Replacement	4,330,000	-	-	-	-	-	-	-	4,330,000
FMA672 - Park & Ride Rehab/Replacement	2,000,000	-	-	-	-	-	-	-	2,000,000
FMA673 - Stations and Platforms Rehab/Replacement	1,240,000	-	-	-	-	-	-	-	1,240,000
FMA684 - Police Managed Reserve	1,375,000	-	-	-	-	-	-	-	1,375,000
FMA685 - Wheel Truing Machine JRSC	5,500,000	-	4,400,000	-	-	-	-	-	1,100,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	50,000	-	46,000	-	-	-	-	-	4,000
SGR386 - LRV repairs for 1137 and 1122	4,200,000	-	-	-	-	-	-	-	4,200,000
People	2,445,000	-	-	-	-	-	-	-	2,445,000
ICI228 - CPO New HRIS system application upgrade	1,570,000	-	-	-	-	-	-	-	1,570,000
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	450,000	-	-	-	-	-	-	-	450,000
MSP318 - MOW Apprenticeship & Training	50,000	-	-	-	-	-	-	-	50,000
MSP319 - Bus Maintenance Training	375,000	-	-	-	-	-	-	-	375,000
Planning & Engagement	9,721,000	-	-	-	-	-	-	-	9,721,000
MSP198 - Wayfinding Plan	3,000,000	-	-	-	-	-	-	-	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	3,991,000	-	-	-	-	-	-	-	3,991,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	400,000	-	-	-	-	-	-	-	400,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	1,805,000	-	-	-	-	-	-	-	1,805,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	400,000	-	-	-	-	-	-	-	400,000
REV234 - Tooele County Microtransit & Vehicle Electrification	125,000	-	-	-	-	-	-	-	125,000
Grand Total	**1,199,568,000**	**177,675,000**	**363,214,000**	**-**	**-**	**234,646,000**	**108,212,000**	**12,157,000**	**303,664,000**

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Awar d Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	276,029,000	23,055,000	115,899,000	-	-	32,652,000	45,619,000	4,530,000	54,274,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,290,000	-	-	-	-	-	-	-	1,290,000
FMA680 - Suicide Prevention Research Project	2,000	-	1,000	-	-	-	-	-	1,000
FMA687 - Layton Station Improvements	60,000	-	-	-	-	-	-	-	60,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	1,786,000	-	-	-	-	-	-	-	1,786,000
FMA694 - Electric Bus Chargers	500,000	-	-	-	-	-	-	-	500,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	250,000	-	-	-	-	-	-	-	250,000
MSP102 - Depot District	-	-	-	-	-	-	-	-	-
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	-	1,000,000	-
MSP156- Prop 1 Davis County	170,000	-	-	-	-	-	-	-	170,000
MSP185 - Ogden/Weber State University BRT	6,000,000	-	5,580,000	-	-	-	-	-	420,000
MSP189 - Signal Pre-emption Projects w/UDOT	30,000	-	-	-	-	-	-	30,000	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	6,790,000	-	2,000,000	-	-	-	4,790,000	-	-
MSP205- Tiger Program of Projects	-	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	691,000	-	642,000	-	-	-	-	-	49,000
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	500,000	-	450,000	-	-	-	-	-	50,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	364,000	-	338,000	-	-	-	-	-	26,000
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	364,000	-	-	-	-	-	-	-	364,000
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,592,000	-	-	-	-	-	2,592,000	-	-
MSP253 - Mid-Valley Connector	45,000,000	-	28,008,000	-	-	-	16,992,000	-	-
MSP254 - TechLink	4,000,000	-	3,200,000	-	-	-	-	-	800,000
MSP255 - Central Corridor	50,000	-	-	-	-	-	50,000	-	-
MSP257- Gap Filler on FR Stations	-	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Amin Bldg. Expansion	9,081,000	5,355,000	3,726,000	-	-	-	-	-	-
MSP259 - S-Line Extension	11,746,000	-	-	-	-	-	11,746,000	-	-
MSP260 - Westside Express (5600 West)	23,498,000	-	18,899,000	-	-	-	4,599,000	-	-
MSP262 - SL Central HQ Office	1,000,000	-	-	-	-	-	-	-	1,000,000
MSP263 - TOD Working Capital	2,388,000	-	-	-	-	-	-	-	2,388,000
MSP264 - FrontRunner South Extension	3,050,000	-	-	-	-	-	3,050,000	-	-
MSP265 - Program Management Support	4,430,000	-	-	-	-	-	-	-	4,430,000
MSP267 - New Maintenance Training Facility	5,229,000	-	-	-	-	5,229,000	-	-	-
MSP271 - MOW Training Yard	3,196,000	-	-	-	-	3,196,000	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	-	135,000
MSP286 - Utah County Park & Ride Lots	6,185,000	-	3,334,000	-	-	-	-	2,600,000	251,000
MSP287 - 900 East UVX Station	3,211,000	-	2,986,000	-	-	-	-	-	225,000

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Awar d Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP288 - Sustainability Project Pool	300,000	-	-	-	-	-	-	-	300,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-	-
MSP290- Orange Street Microtransit	-	-	-	-	-	-	-	-	-
MSP293 - FronRunner Shephard Lane	3,700,000	-	-	-	-	-	-	-	3,700,000
MSP300 - New TRAX platform in South Jordan	1,500,000	-	-	-	-	-	1,500,000	-	-
MSP301 - Federal Bus Stops 5339	802,000	-	641,000	-	-	-	-	-	161,000
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	-	-	300,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	5,000,000	-	-	-	-	5,000,000	-	-	-
REV209 - Paratransit Replacements	4,851,000	-	-	-	-	4,811,000	-	-	40,000
REV211 - Replacement Buses	-	-	-	-	-	-	-	-	-
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,716,000	-	-	-	-	1,716,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	4,500,000	-	-	-	-	4,500,000	-	-	-
REV236 - VW Battery Buses	275,000	-	-	-	-	-	-	-	275,000
REV238 - SD100/SD160 Light Rail Vehicle Replacement	35,400,000	17,700,000	17,700,000	-	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	10,200,000	-	8,160,000	-	-	-	-	-	2,040,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	2,000,000	-	1,860,000	-	-	-	-	-	140,000
SGR359 - Bridge Rehabilitation & Maintenance	420,000	-	-	-	-	-	-	-	420,000
SGR370 - Red Signal Enforcement	3,409,000	-	-	-	-	-	-	-	3,409,000
SGR385 - Rail Replacement Program	6,500,000	-	5,200,000	-	-	-	-	-	1,300,000
SGR390 - Jordan River #2 Remodel	8,200,000	-	-	-	-	8,200,000	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	-	-	-	-	-	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	5,000,000	-	4,000,000	-	-	-	-	-	1,000,000
SGR398 - OCS Rehab/Replace	5,000,000	-	4,000,000	-	-	-	-	-	1,000,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	8,000,000	-	-	-	-	-	-	-	8,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,500,000	-	-	-	-	-	-	-	4,500,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	2,245,000	-	-	-	-	-	-	-	2,245,000
SGR410 - Fiber Rehab/Replacement	1,600,000	-	-	-	-	-	-	-	1,600,000
SGR411 - Farmington Ped Bridge Repairs	560,000	-	-	-	-	-	-	-	560,000
SGR412- PCC Replacement Project	2,918,000	-	2,334,000	-	-	-	-	-	584,000
Enterprise Strategy	15,809,000	-	2,400,000	-	-	-	-	-	13,409,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	200,000	-	-	-	-	-	-	-	200,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	1,600,000	-	-	-	-	-	-	-	1,600,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-	-

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Awar d Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
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 (Cybersecurity, NIST & PCI Compliance)	410,000	-	-	-	-	-	-	-	410,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	506,000	-	-	-	-	-	-	-	506,000
ICI202 - Radio Comm Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI214 - APC Upgrade	850,000	-	-	-	-	-	-	-	850,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-	-
ICI221 - Customer Relations Software Replacement	-	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,200,000	-	2,400,000	-	-	-	-	-	1,800,000
ICI230- Operations System	5,183,000	-	-	-	-	-	-	-	5,183,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	60,000	-	-	-	-	-	-	-	60,000
ICI233- Technology Systems- State of Good Repair	100,000	-	-	-	-	-	-	-	100,000
ICI235 - ERP Phase 2: Procurement	300,000	-	-	-	-	-	-	-	300,000
Executive Director (Safety)	1,996,000	-	-	-	-	-	-	-	1,996,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	656,000	-	-	-	-	-	-	-	656,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	600,000	-	-	-	-	-	-	-	600,000
Finance	21,211,000	-	5,542,000	-	-	-	-	490,000	15,179,000
CDA006 - 5310 Administration Funds All Years	313,000	-	313,000	-	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	94,000	-	-	-	-	-	-	-	94,000
ICI213 - eVoucher Phase 2	89,000	-	-	-	-	-	-	-	89,000
ICI222 - ICI222- Fares Systems Replacement Program	4,996,000	-	-	-	-	-	-	-	4,996,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	591,000	-	407,000	-	-	-	-	184,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	115,000	-	79,000	-	-	-	-	36,000	-
MSP278 - FFY 2022 UT02023 O/L 5310	200,000	-	100,000	-	-	-	-	100,000	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	50,000	-	50,000	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	100,000	-	100,000	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	50,000	-	50,000	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	50,000	-	40,000	-	-	-	-	10,000	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	50,000	-	40,000	-	-	-	-	10,000	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	50,000	-	40,000	-	-	-	-	10,000	-
MSP302 - FFY 2024 O/L 5310	700,000	-	560,000	-	-	-	-	140,000	-

2025 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP303 - FFY 2023 O/L 5310	700,000	-	700,000	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	500,000	-	500,000	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	1,000,000	-	1,000,000	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	1,000,000	-	1,000,000	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	500,000	-	500,000	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	-	5,000,000
Operations	9,700,000	-	3,730,000	-	-	-	-	-	5,970,000
FMA543 - Police Fleet Vehicles	1,105,000	-	884,000	-	-	-	-	-	221,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	1,130,000	-	-	-	-	-	-	-	1,130,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	440,000	-	-	-	-	-	-	-	440,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	3,500,000	-	2,800,000	-	-	-	-	-	700,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	50,000	-	46,000	-	-	-	-	-	4,000
SGR386 - LRV repairs for 1137 and 1122	2,000,000	-	-	-	-	-	-	-	2,000,000
People	2,145,000	-	-	-	-	-	-	-	2,145,000
ICI228 - CPO New HRIS system application upgrade	1,570,000	-	-	-	-	-	-	-	1,570,000
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	450,000	-	-	-	-	-	-	-	450,000
MSP318 - MOW Apprenticeship & Training	50,000	-	-	-	-	-	-	-	50,000
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	-	75,000
Planning & Engagement	3,341,000	-	-	-	-	-	-	-	3,341,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	1,711,000	-	-	-	-	-	-	-	1,711,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	605,000	-	-	-	-	-	-	-	605,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	-	-	-	-	-	-	-	200,000
REV234 - Tooele County Microtransit & Vehicle Electrification	125,000	-	-	-	-	-	-	-	125,000
Grand Total	**330,231,000**	**23,055,000**	**127,571,000**	**-**	**-**	**32,652,000**	**45,619,000**	**5,020,000**	**96,314,000**

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond-Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Awar d Pending-Rounded	Sum of Capital Sources-Unfunded-Rounded	Sum of Lease-Rounded	Sum of State-Rounded	Sum of Local Partner-Rounded	Sum of UTA Local-Rounded
Capital Services	223,723,000	19,120,000	78,827,000	-	-	44,915,000	39,795,000	2,400,000	38,666,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	-	-	-	-	-	-	-	1,190,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	550,000	-	-	-	-	-	-	-	550,000
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	1,836,000	-	-	-	-	-	-	-	1,836,000
FMA694 - Electric Bus Chargers	1,300,000	-	-	-	-	-	-	-	1,300,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	1,750,000	-	-	-	-	-	-	-	1,750,000
MSP102 - Depot District	-	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	-	1,000,000	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	2,500,000	-	-	-	-	-	2,500,000	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	200,000	-	-	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,856,000	-	-	-	-	-	2,856,000	-	-
MSP253 - Mid-Valley Connector	30,000,000	-	18,672,000	-	-	-	11,328,000	-	-
MSP254 - TechLink	2,000,000	-	1,600,000	-	-	-	-	-	400,000
MSP255 - Central Corridor	-	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Amin Bldg. Expansion	8,746,000	5,020,000	3,726,000	-	-	-	-	-	-
MSP259 - S-Line Extension	11,746,000	-	-	-	-	-	8,000,000	-	3,746,000
MSP260 - Westside Express (5600 West)	15,800,000	-	2,789,000	-	-	-	13,011,000	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	2,300,000	-	-	-	-	-	1,800,000	500,000	-
MSP265 - Program Management Support	4,430,000	-	-	-	-	-	-	-	4,430,000
MSP267 - New Maintenance Training Facility	5,039,000	-	-	-	-	5,039,000	-	-	-
MSP271 - MOW Training Yard	1,000,000	-	-	-	-	1,000,000	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	-	135,000
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	212,000	-	197,000	-	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	200,000	-	-	-	-	-	-	-	200,000
MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-	-
MSP293 - FronRunner Shephard Lane	-	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-	-

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond-Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Awar d Pending-Rounded	Sum of Capital Sources-Unfunded-Rounded	Sum of Lease-Rounded	Sum of State-Rounded	Sum of Local Partner-Rounded	Sum of UTA Local-Rounded
MSP301 - Federal Bus Stops 5339	717,000	-	573,000	-	-	-	-	-	144,000
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	-	-	300,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	3,961,000	-	-	-	-	3,921,000	-	-	40,000
REV211 - Replacement Buses	29,798,000	-	-	-	-	29,698,000	-	-	100,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,757,000	-	-	-	-	1,757,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	500,000	-	-	-	-	500,000	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	28,200,000	14,100,000	14,100,000	-	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	11,342,000	-	9,073,000	-	-	-	-	-	2,269,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	1,200,000	-	960,000	-	-	-	-	-	240,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	-	-	-	-	-	-	-	440,000
SGR370 - Red Signal Enforcement	2,863,000	-	-	-	-	-	-	-	2,863,000
SGR385 - Rail Replacement Program	4,500,000	-	3,600,000	-	-	-	-	-	900,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	1,000,000	-	800,000	-	-	-	-	-	200,000
SGR398 - OCS Rehab/Replace	8,429,000	-	4,724,000	-	-	-	-	-	3,705,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	9,467,000	-	7,717,000	-	-	-	-	-	1,750,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	4,500,000	-	3,600,000	-	-	-	-	-	900,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	1,000,000	-	-	-	-	-	-	-	1,000,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,571,000	-	1,256,000	-	-	-	-	-	315,000
Enterprise Strategy	12,623,000	-	3,200,000	-	-	-	-	-	9,423,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	200,000	-	-	-	-	-	-	-	200,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	1,200,000	-	-	-	-	-	-	-	1,200,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-	-
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 (Cybersecurity, NIST & PCI Compliance)	475,000	-	-	-	-	-	-	-	475,000
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	200,000	-	-	-	-	-	-	-	200,000

2026 Details

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ICI202 - Radio Comm Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI214 - APC Upgrade	750,000	-	-	-	-	-	-	-	750,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	225,000	-	-	-	-	-	-	-	225,000
ICI225- SharePoint 2016 Migration to SharePoint Online	-	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	3,200,000	-	-	-	-	-	800,000
ICI230- Operations System	2,903,000	-	-	-	-	-	-	-	2,903,000
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000	-	-	-	-	-	-	-	145,000
ICI233- Technology Systems- State of Good Repair	125,000	-	-	-	-	-	-	-	125,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-	-
Executive Director (Safety)	1,485,000	-	-	-	-	-	-	-	1,485,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	645,000	-	-	-	-	-	-	-	645,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	100,000	-	-	-	-	-	-	-	100,000
Finance	17,868,000	-	2,407,000	-	-	-	-	137,000	15,324,000
CDA006 - 5310 Administration Funds All Years	322,000	-	322,000	-	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	55,000	-	-	-	-	-	-	-	55,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-	-
ICI222 - ICI222- Fares Systems Replacement Program	5,269,000	-	-	-	-	-	-	-	5,269,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	200,000	-	100,000	-	-	-	-	100,000	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	185,000	-	148,000	-	-	-	-	37,000	-
MSP303 - FFY 2023 O/L 5310	160,000	-	160,000	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	134,000	-	134,000	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	639,000	-	639,000	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	688,000	-	688,000	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	153,000	-	153,000	-	-	-	-	-	-

2026 Details

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MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	-	5,000,000
Operations	7,213,000	-	2,510,000	-	-	-	-	-	4,703,000
FMA543 - Police Fleet Vehicles	1,138,000	-	910,000	-	-	-	-	-	228,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	2,000,000	-	1,600,000	-	-	-	-	-	400,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	1,600,000	-	-	-	-	-	-	-	1,600,000
People	75,000	-	-	-	-	-	-	-	75,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-	-
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	-	75,000
Planning & Engagement	2,133,000	-	-	-	-	-	-	-	2,133,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	-	600,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	-	-	-	-	-	-	-	933,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	200,000	-	-	-	-	-	-	-	200,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-	-
Grand Total	**265,120,000**	**19,120,000**	**86,944,000**	**-**	**-**	**44,915,000**	**39,795,000**	**2,537,000**	**71,809,000**

2027 Details

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Capital Services	218,018,000	50,200,000	85,344,000	-	-	43,259,000	13,002,000	2,200,000	24,013,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	1,040,000	-	-	-	-	-	-	-	1,040,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	1,300,000	-	-	-	-	-	-	-	1,300,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	-	1,000,000	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	25,695,000	-	19,395,000	-	-	-	6,300,000	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	200,000	-	-	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	3,156,000	-	-	-	-	-	3,156,000	-	-
MSP253 - Mid-Valley Connector	8,594,000	-	5,348,000	-	-	-	3,246,000	-	-
MSP254 - TechLink	-	-	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Amin Bldg. Expansion	-	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	-	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-	-
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)	-	-	-	-	-	-	-	-	-
MSP293 - FronRunner Shephard Lane	-	-	-	-	-	-	-	-	-

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Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	-	-	300,000	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	5,780,000	-	-	-	-	5,740,000	-	-	40,000
REV211 - Replacement Buses	30,000,000	-	2,000,000	-	-	27,755,000	-	-	245,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,800,000	-	-	-	-	1,800,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	4,964,000	-	-	-	-	4,964,000	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	78,400,000	50,200,000	28,200,000	-	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	8,919,000	-	7,135,000	-	-	-	-	-	1,784,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	460,000	-	-	-	-	-	-	-	460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	3,500,000	-	2,800,000	-	-	-	-	-	700,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,200,000	-	1,760,000	-	-	-	-	-	440,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	6,526,000	-	-	-	-	-	3,474,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	10,000,000	-	8,000,000	-	-	-	-	-	2,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,600,000	-	1,280,000	-	-	-	-	-	320,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	682,000	-	-	-	-	-	-	-	682,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-	-
Enterprise Strategy	5,275,000	-	1,600,000	-	-	-	-	-	3,675,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	150,000	-	-	-	-	-	-	-	150,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	-	500,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-	-
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 (Cybersecurity, NIST & PCI Compliance)	250,000	-	-	-	-	-	-	-	250,000

2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond-Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending-Rounded	Sum of Capital Sources-Unfunded-Rounded	Sum of Lease-Rounded	Sum of State-Rounded	Sum of Local Partner-Rounded	Sum of UTA Local-Rounded
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	200,000	-	-	-	-	-	-	-	200,000
ICI202 - Radio Comm Infrastructure	100,000	-	-	-	-	-	-	-	100,000
ICI214 - APC Upgrade	1,000,000	-	-	-	-	-	-	-	1,000,000
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	2,000,000	-	1,600,000	-	-	-	-	-	400,000
ICI230- Operations System	-	-	-	-	-	-	-	-	-
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	100,000	-	-	-	-	-	-	-	100,000
ICI233- Technology Systems- State of Good Repair	125,000	-	-	-	-	-	-	-	125,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-	-
Executive Director (Safety)	756,000	-	-	-	-	-	-	-	756,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	636,000	-	-	-	-	-	-	-	636,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	-	-	-	-	-	-	-	-	-
Finance	15,532,000	-	3,395,000	-	-	-	-	-	12,137,000
CDA006 - 5310 Administration Funds All Years	332,000	-	332,000	-	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	123,000	-	-	-	-	-	-	-	123,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-	-
ICI222 - ICI222- Fares Systems Replacement Program	2,014,000	-	-	-	-	-	-	-	2,014,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	3,000,000	-	3,000,000	-	-	-	-	-	-

2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond-Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending-Rounded	Sum of Capital Sources-Unfunded-Rounded	Sum of Lease-Rounded	Sum of State-Rounded	Sum of Local Partner-Rounded	Sum of UTA Local-Rounded
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	-	5,000,000
Operations	4,247,000	-	937,000	-	-	-	-	-	3,310,000
FMA543 - Police Fleet Vehicles	1,172,000	-	937,000	-	-	-	-	-	235,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	600,000	-	-	-	-	-	-	-	600,000
People	75,000	-	-	-	-	-	-	-	75,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-	-
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	-	75,000
Planning & Engagement	1,449,000	-	-	-	-	-	-	-	1,449,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	-	600,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	-	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-	-
Grand Total	**245,352,000**	**50,200,000**	**91,276,000**	**-**	**-**	**43,259,000**	**13,002,000**	**2,200,000**	**45,415,000**

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond-Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending-Rounded	Sum of Capital Sources-Unfunded-Rounded	Sum of Lease-Rounded	Sum of State-Rounded	Sum of Local Partner-Rounded	Sum of UTA Local-Rounded
Capital Services	170,588,000	71,600,000	23,874,000	-	-	40,670,000	6,893,000	1,200,000	26,351,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	540,000	-	-	-	-	-	-	-	540,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	1,300,000	-	-	-	-	-	-	-	1,300,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	4,200,000	-	-	-	-	-	4,200,000	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	-	-	-	-	-	-	-	1,500,000
MSP216 - Point of the Mountain Transit	200,000	-	200,000	-	-	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	-	-	2,693,000	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-	-	-
MSP254 - TechLink	-	-	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Amin Bldg. Expansion	-	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	-	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-	-
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)	-	-	-	-	-	-	-	-	-
MSP293 - FronRunner Shephard Lane	-	-	-	-	-	-	-	-	-

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	-	-	-	-	-	-	-	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	3,000,000	-	-	-	-	3,000,000	-	-	-
REV209 - Paratransit Replacements	5,967,000	-	-	-	-	5,927,000	-	-	40,000
REV211 - Replacement Buses	30,000,000	-	-	-	-	29,900,000	-	-	100,000
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,843,000	-	-	-	-	1,843,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	71,600,000	71,600,000	-	-	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	6,801,000	-	5,440,000	-	-	-	-	-	1,361,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	500,000	-	-	-	-	-	-	-	500,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	500,000	-	400,000	-	-	-	-	-	100,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	4,014,000	-	-	-	-	-	5,986,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	10,000,000	-	8,000,000	-	-	-	-	-	2,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,400,000	-	1,120,000	-	-	-	-	-	280,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	686,000	-	-	-	-	-	-	-	686,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-	-
Enterprise Strategy	3,930,000	-	-	-	-	-	-	-	3,930,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	150,000	-	-	-	-	-	-	-	150,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	-	500,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-	-
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 (Cybersecurity, NIST & PCI Compliance)	330,000	-	-	-	-	-	-	-	330,000

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
ICI199 - Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	-	100,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	1,600,000	-	-	-	-	-	-	-	1,600,000
ICI202 - Radio Comm Infrastructure	50,000	-	-	-	-	-	-	-	50,000
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-	-
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	225,000	-	-	-	-	-	-	-	225,000
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-	-
ICI230- Operations System	-	-	-	-	-	-	-	-	-
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-	-	-
ICI233- Technology Systems- State of Good Repair	125,000	-	-	-	-	-	-	-	125,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-	-
Executive Director (Safety)	620,000	-	-	-	-	-	-	-	620,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	500,000	-	-	-	-	-	-	-	500,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	-	-	-	-	-	-	-	-	-
Finance	20,543,000	-	4,152,000	-	-	-	-	-	16,391,000
CDA006 - 5310 Administration Funds All Years	342,000	-	342,000	-	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	50,000	-	-	-	-	-	-	-	50,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-	-
ICI222 - ICI222- Fares Systems Replacement Program	6,341,000	-	-	-	-	-	-	-	6,341,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	3,423,000	-	3,423,000	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	324,000	-	324,000	-	-	-	-	-	-

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	-	5,000,000
Operations	3,200,000	-	580,000	-	-	-	-	-	2,620,000
FMA543 - Police Fleet Vehicles	725,000	-	580,000	-	-	-	-	-	145,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-	-	-
People	75,000	-	-	-	-	-	-	-	75,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-	-
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	-	75,000
Planning & Engagement	1,449,000	-	-	-	-	-	-	-	1,449,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	-	600,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	-	100,000
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	-	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-	-
Grand Total	**200,405,000**	**71,600,000**	**28,606,000**	**-**	**-**	**40,670,000**	**6,893,000**	**1,200,000**	**51,436,000**

2029 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	139,347,000	13,700,000	27,818,000	-	-	73,150,000	2,903,000	1,200,000	20,576,000
FMA516 - Corridor Fencing	60,000	-	-	-	-	-	-	-	60,000
FMA679 - Building Remodels/Reconfigurations	500,000	-	-	-	-	-	-	-	500,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	1,300,000	-	-	-	-	-	-	-	1,300,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-	-
MSP102 - Depot District	-	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	70,000	-	-	-	-	-	-	-	70,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	-	900,000	-
MSP202 - Davis-SLC Community Connector	3,000,000	-	2,790,000	-	-	-	210,000	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	200,000	-	200,000	-	-	-	-	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-	-
MSP228- Operator Restrooms in Salt Lake County	-	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in Salt Lake County	-	-	-	-	-	-	-	-	-
MSP231- Operator Shack at University Medical EOL	-	-	-	-	-	-	-	-	-
MSP240 - Operator Restrooms throughout System	-	-	-	-	-	-	-	-	-
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	-	-	2,693,000	-	-
MSP253 - Mid-Valley Connector	-	-	-	-	-	-	-	-	-
MSP254 - TechLink	-	-	-	-	-	-	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Amin Bldg. Expansion	-	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-	-
MSP260 - Westside Express (5600 West)	-	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-	-
MSP274 - Historic Utah Southern Rail Trail	-	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	200,000	-	-	-	-	-	-	-	200,000

2029 Details

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MSP289 - Historic Orchard Pathway (Box Elder County)	-	-	-	-	-	-	-	-	-
MSP293 - FronRunner Shephard Lane	-	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	-	-	-	-	-	-	-	-	-
MSP313 - Electric Charger Program	-	-	-	-	-	-	-	-	-
MSP320- TRAX Modernization Program	100,000	-	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	3,500,000	-	-	-	-	3,500,000	-	-	-
REV209 - Paratransit Replacements	6,000,000	-	-	-	-	5,960,000	-	-	40,000
REV211 - Replacement Buses	61,790,000	-	-	-	-	61,790,000	-	-	-
REV212 - Park City Lo/No Grant	-	-	-	-	-	-	-	-	-
REV224 - Bus Overhaul	1,500,000	-	-	-	-	-	-	-	1,500,000
REV232 - Van Pool Van Replacements	1,900,000	-	-	-	-	1,900,000	-	-	-
REV233 - Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	13,700,000	13,700,000	-	-	-	-	-	-	-
REV240 - Motor Pool Key Management System	-	-	-	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	-	500,000
SGR040 - Light Rail Vehicle Rehab	3,661,000	-	2,928,000	-	-	-	-	-	733,000
SGR047 - LRT Stray Current Control	450,000	-	-	-	-	-	-	-	450,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	520,000	-	-	-	-	-	-	-	520,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	500,000	-	-	-	-	-	-	-	500,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	10,000,000	-	8,000,000	-	-	-	-	-	2,000,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	10,000,000	-	8,000,000	-	-	-	-	-	2,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	1,500,000	-	1,200,000	-	-	-	-	-	300,000
SGR407 - Bus Stop Enhancements	1,275,000	-	-	-	-	-	-	-	1,275,000
SGR408 - Route End of Line (EOL) Enhancements	500,000	-	-	-	-	-	-	-	500,000
SGR409 - System Restrooms	1,120,000	-	-	-	-	-	-	-	1,120,000
SGR410 - Fiber Rehab/Replacement	690,000	-	-	-	-	-	-	-	690,000
SGR411 - Farmington Ped Bridge Repairs	-	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-	-
Enterprise Strategy	3,280,000	-	-	-	-	-	-	-	3,280,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	100,000	-	-	-	-	-	-	-	100,000
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	-	500,000
ICI185 - WFRC Grant for Passenger Info Improvements	-	-	-	-	-	-	-	-	-
ICI186 - In House Application Development	200,000	-	-	-	-	-	-	-	200,000
ICI191 - IT Managed Reserves	400,000	-	-	-	-	-	-	-	400,000

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ICI197 - Bus Communications On-Board Technology	200,000	-	-	-	-	-	-	-	200,000
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	550,000	-	-	-	-	-	-	-	550,000
ICI199 - Rail Communication Onboard Tech	200,000	-	-	-	-	-	-	-	200,000
ICI201 - Server, Storage Infrastructure Equipment & Softwa	880,000	-	-	-	-	-	-	-	880,000
ICI202 - Radio Comm Infrastructure	50,000	-	-	-	-	-	-	-	50,000
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-	-
ICI216 - SSBU Mobility Center Trapeze software ADA Eligibility plug-in	-	-	-	-	-	-	-	-	-
ICI217 - Transit Management System	-	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-	-
ICI230- Operations System	-	-	-	-	-	-	-	-	-
ICI231 - United Way Tablet Upgrade	-	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-	-	-
ICI233- Technology Systems- State of Good Repair	150,000	-	-	-	-	-	-	-	150,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-	-
Executive Director (Safety)	720,000	-	-	-	-	-	-	-	720,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	600,000	-	-	-	-	-	-	-	600,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-	-
ICI140 - Next Crossing Cameras	-	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/Frontrunner Camera Systems	-	-	-	-	-	-	-	-	-
Finance	10,484,000	-	415,000	-	-	-	-	-	10,069,000
CDA006 - 5310 Administration Funds All Years	352,000	-	352,000	-	-	-	-	-	-
FMA686 - Warehouse Equipment Managed Reserve	69,000	-	-	-	-	-	-	-	69,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-	-
ICI222 - ICI222- Fares Systems Replacement Program	-	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-	-
MSP220 - FFY 2018 20-1901 Grant SLC/WV 5310	-	-	-	-	-	-	-	-	-
MSP221 - FFY 2018 20-1902 Grant O/L 5310	-	-	-	-	-	-	-	-	-
MSP222 - FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-	-
MSP251 - FFY 2019/2020 UT-2021-006 P/O 5310	-	-	-	-	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	-	-	-
MSP278 - FFY 2022 UT02023 O/L 5310	-	-	-	-	-	-	-	-	-
MSP279 - FFY 2021 UT-2023-013 O/L 5310	-	-	-	-	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	-	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-005 Grant SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP297 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-007 O/L 5310	-	-	-	-	-	-	-	-	-
MSP298 - FFY 2019/2020 UT-2021-010-01 O/L 5310	-	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-	-

2029 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed Rounded	Sum of Grants - Unfunded/Award Pending- Rounded	Sum of Capital Sources- Unfunded- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	-	5,000,000
Operations	3,205,000	-	584,000	-	-	-	-	-	2,621,000
FMA543 - Police Fleet Vehicles	730,000	-	584,000	-	-	-	-	-	146,000
FMA652 - Facilities, Equipment Managed Reserve	800,000	-	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	800,000	-	-	-	-	-	-	-	800,000
FMA672 - Park & Ride Rehab/Replacement	400,000	-	-	-	-	-	-	-	400,000
FMA673 - Stations and Platforms Rehab/Replacement	200,000	-	-	-	-	-	-	-	200,000
FMA684 - Police Managed Reserve	275,000	-	-	-	-	-	-	-	275,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-	-	-
People	75,000	-	-	-	-	-	-	-	75,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-	-
MSP291 - CareATC Location Build Out	-	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-	-
MSP319 - Bus Maintenance Training	75,000	-	-	-	-	-	-	-	75,000
Planning & Engagement	1,349,000	-	-	-	-	-	-	-	1,349,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	-	600,000
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	449,000	-	-	-	-	-	-	-	449,000
MSP284 - Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-	-
MSP285 - Bus Speed and Reliability Program (BSRP)	-	-	-	-	-	-	-	-	-
MSP292 - AOPP: Paratransit Forward Study	-	-	-	-	-	-	-	-	-
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-	-
MSP315 - FHWA Charging & Fueling Infrastructure Community Program	-	-	-	-	-	-	-	-	-
MSP316 - One-Time Innovative Mobility Zone Funds	-	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-	-
Grand Total	**158,460,000**	**13,700,000**	**28,817,000**	**-**	**-**	**73,150,000**	**2,903,000**	**1,200,000**	**38,690,000**

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

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

TITLE:

Tentative 2025 Operating and Capital Budget

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
Each year the Authority is required to prepare an operating and capital budget for the succeeding year in accordance with the provisions of the Special Districts Act (§17B-1-702), the Public Transit District Act (§17B-2a-8), and Board Policy 2.3 Budget.

The Executive Director has prepared a 2025 Tentative Budget for the Board of Trustees' consideration. The proposed 2025 Tentative Budget was informed by the Board's Budget Work Sessions held on August 5-9 and August 16, 2024. Recordings and materials from those meetings are available on UTA's Public Meeting Portal that can be accessed at www.rideuta.com <http://www.rideuta.com>.

DISCUSSION:
Over the first half of 2024, the Board of Trustees and UTA staff reviewed 2024 program delivery, current operating environment including economic conditions, revenue projections, and the organization's strategic plan to support near and long-term public transportation needs in the region.

Using 2024 existing operating budgets as a starting point, the organization updated inflationary assumptions for labor, fuel and other expenses, eliminated one-time 2024 costs, and annualized the cost of mid-year budget adjustments (August 2024 service changes, technical budget adjustments, etc.). The resulting 2025 base budget or budget target was developed at the department and object of expenditure levels.

Aligning to the strategic plan and informed by discussions with the Board of Trustees, the organization built on the base budget with the selection of prioritized initiatives focused on:

- Quality of Life
- Customer Experience
- Organizational Excellence
- Community Support
- Economic Return

Simultaneously, the capital program development process revisited the existing 5-year Capital Plan, held a call for new projects, and prioritized the resulting list to select projects for consideration, culminating in a new Draft 2025-2029 5-year Capital Plan.

In August 2024, the Board of Trustees reviewed 2024 capital program delivery, discussed 2025-2029 assumptions, and staff previewed existing projects and new projects being considered for inclusion in the 5-year Capital Plan. Also in August, the Board of Trustees held multiple budget work sessions to discuss the 2025 operating and capital budgets.

An overview of the proposed Tentative 2025 Budget will be presented at this meeting, and a resolution to adopt the 2025 Tentative Budget will be presented at the Board's next meeting on September 25, 2024. Stakeholder and public feedback opportunities will commence thereafter, with a public comment period from October 7 - November 6, a public hearing will be held on October 10, and consultation with the Authority's Local Advisory Council will be scheduled on November 6. A Final 2025 Budget will then be prepared for the Board's consideration in December.

Summary information about the 2025 Tentative Budget is provided in the tables below. More detail will be provided in the budget documentation that will be included in the agenda packet for the Board's September 25, 2024 meeting.

2025 Tentative UTA Operating Budget

Expenses by Office

Office	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Board	$3,370,000	$3,517,000	$147,000	4.4%
Executive Director	6,522,000	7,595,000	1,073,000	16.5%
Operations	319,027,000	343,300,000	24,273,000	7.6%
Finance	20,287,000	21,526,000	1,239,000	6.1%
Capital Services	7,543,000	8,183,000	640,000	8.5%
Planning & Engagement	23,144,000	27,397,000	4,253,000	18.4%
Enterprise Strategy	28,645,000	31,267,000	2,622,000	9.2%
People	12,013,000	13,343,000	1,330,000	11.1%
Communication	4,279,000	4,812,000	533,000	12.5%
Non-Departmental	682,000	1,000,000	318,000	46.6%
Total Division	**$425,512,000**	**$461,941,000**	**$36,429,000**	**8.6%**

UTAH TRANSIT AUTHORITY

2025 Tentative UTA Operating Budget

Expenses by Category

Category	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Wages	$201,903,000	$213,921,000	$12,018,000	6.0%
Fringe	100,604,000	109,593,000	8,989,000	8.9%
Services	45,966,000	60,479,000	14,513,000	31.6%
Fuel/Power	35,490,000	33,711,000	(1,779,000)	-5.0%
Parts	25,904,000	29,548,000	3,644,000	14.1%
Utilities	7,373,000	7,228,000	(145,000)	-2.0%
Other O&M	20,901,000	23,562,000	2,661,000	12.7%
Capitalized Costs	(12,630,000)	(16,103,000)	(3,473,000)	27.5%
Total Budget	**$425,512,000**	**$461,941,000**	**$36,429,000**	**8.6%**

UTAH TRANSIT AUTHORITY

2025 Tentative UTA Operating Budget

FTE Summary by Office

Office	FY 2024 Adj. Budget	FY 2025 Budget	Change	% Change
Board	16.0	15.0	(1.0)	(0.1)
Executive Director	32.5	33.5	1.0	0.0
Operations	2,328.7	2,350.7	22.0	0.0
Finance	136.0	139.0	3.0	0.0
Capital Services	59.0	64.0	5.0	0.1
Planning & Engagement	84.2	100.6	16.3	0.2
Enterprise Strategy	125.0	131.0	6.0	0.0
Communications	17.5	17.5	-	-
People	94.0	97.0	3.0	0.0
Total FTE	**2,892.9**	**2,948.2**	**55.3**	**1.9%**

8/20/2024

2025 Tentative Capital Budget Overview

Office	2025 Total Budget
Capital Services	$276,029,000
Enterprise Strategy	15,809,000
Executive Director (Safety)	1,996,000
Finance	21,211,000
Operations	9,700,000
People	2,145,000
Planning & Engagement	3,341,000
Grand Total	**$330,231,000**

ALTERNATIVES:

The Board may direct staff to provide revisions to the proposed Tentative Budget that will be presented for adoption on September 25, 2024.

FISCAL IMPACT:

The proposed 2025 Tentative Budget and supporting 5-year Capital Plan are financially constrained with all required reserves fully funded.

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Nichol Bourdeaux, Chief Planning and Engagement Office
PRESENTER(S):	Andy Stevenson, Customer Experience Project Manager

TITLE:

Customer Experience Action Plan

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
UTA is excited to develop its first comprehensive Customer Experience Action Plan, one that seeks to better understand travel motivations, pain points, and events that matter in our customers' daily travels. The plan looks holistically at the customer journey through the UTA transit system, from trip consideration to their ultimate destination, and identifies customer facing projects, programs and improvements that address the customer experience in UTA's system.

DISCUSSION:
Customer Experience and the Motivf consultant will provide an update on goals, processes and timeline to the Board of Trustees.

ALTERNATIVES:
N/A

FISCAL IMPACT:
Consultant costs approved in the 2024 Capital Budget

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Alisha Garrett, Chief Enterprise Strategy Officer
PRESENTER(S):	Alisha Garrett, Chief Enterprise Strategy Officer

TITLE:

Implementation of New Technologies Budget Work Session Follow-up

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
On August 9, 2024 the Chief Enterprise Strategy Office presented their 2024 year to date performance on strategic initiatives as well as our proposed 2025 budget. During the presentation we had conversation surrounding several new enterprise technologies and systems. The team has been asked to follow-up with additional discussion about the process of onboarding and implementing these technologies and the anticipated benefits UTA will reap through these Enterprise Applications.

DISCUSSION:
This presentation highlights the overall Agency process for identifying technology needs, evaluating the best technology solution and how to move forward on implementation. The presentation also outlines benefits UTA strives to accomplish when onboarding new technologies.

ALTERNATIVES:
Present in a different forum.

FISCAL IMPACT:
N/A to this presentation

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 9/11/2024

TO:
Board of Trustees
THROUGH:
Jay Fox, Executive Director
FROM:
Kim Shanklin, Chief People Officer
PRESENTER(S):
Kim Shanklin, Chief People Officer

David Kelly, Labor Relations Officer

TITLE:

Labor Relations Overview

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
The Utah Public Transit District Act grants collective bargaining rights to certain employees at Utah Transit Authority (UTA). UTA currently has employees that are represented by two different unions. Operators, Mechanics, and Parts employees are represented by Amalgamated Transit Union (ATU), Local 382. TRAX Supervisors are represented by Teamsters, Local 222.

DISCUSSION:
UTA collectively bargains with these union representatives on required topics of bargaining as noted in state statute. UTA has entered into a Collective Bargaining Agreement (CBA) with each union. Each CBA includes negotiated processes for working through complaints and concerns. UTA's Labor Relations team is responsible for bargaining all successor CBAs, processing grievances, and negotiating mandatory subjects of bargaining, as necessary.

ALTERNATIVES:
N/A

FISCAL IMPACT:
N/A

ATTACHMENTS:
N/A