

UTA Board of Trustees Meeting

September 10, 2025



Call to Order and Opening Remarks



Pledge of Allegiance



Safety First Minute

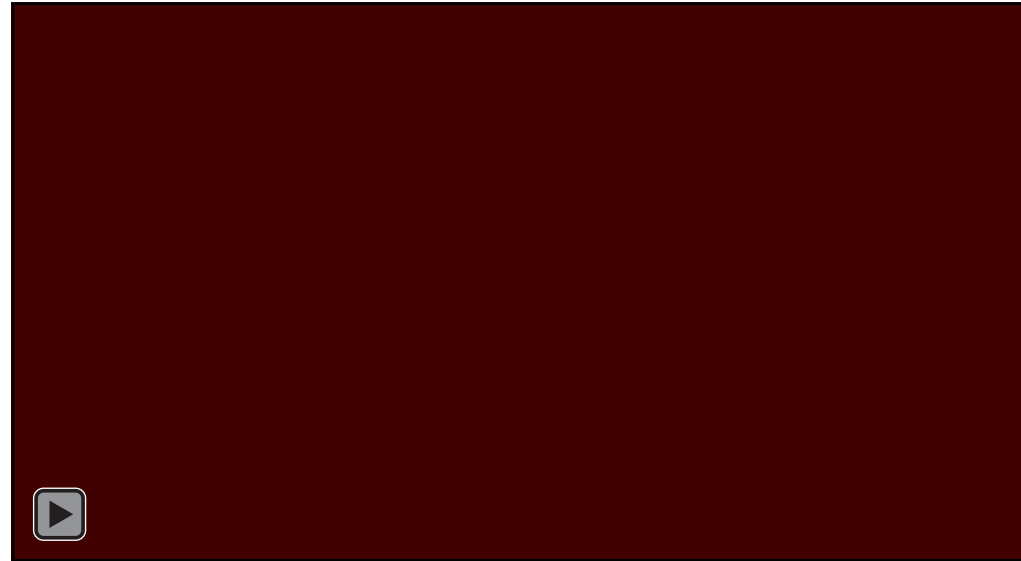


Public Comment

- Live comments are limited to 3 minutes per commenter
- One person's time may not be used to extend another person's time
- Live comments may be heard from in-person attendees as well as Zoom attendees
- For comments via Zoom, use the “raise hand” function in Zoom to indicate you would like to make a comment
- Public comment was solicited prior to the meeting through alternate means, including email, telephone, and the UTA website
- Any comments received through alternate means were distributed to the board for review in advance of the meeting



Public Comment



- Please state your name for the record.
 - Limit comments to 3 minutes.



Consent Agenda

- a. Approval of August 13, 2025 Board Meeting Minutes
 - b. Approval of August 11, 2025 Budget Work Session Meeting Minutes
 - c. Approval of August 12, 2025 Budget Work Session Meeting Minutes
 - d. Approval of August 14, 2025 Budget Work Session Meeting Minutes
-

Recommended Action (by acclamation)

Motion to approve the consent agenda.



Reports



Executive Director Report

- UTA Recognition – Mt. Ogden Bus Maintenance Team



UTA Recognition – Mt. Ogden Bus Maintenance Team





Agenda Item 6. a.



Strategic Plan Minute: Organizational Excellence – Trapeze Implementation





Achieving Organizational Excellence



Strategic Initiative: Trapeze Go-Live

Highlights:

- Workforce Management Go -Live
- Enterprise Asset Management (EAM) Rolling Stock Workflows Completed
- EAM Rolling Stock Train the Trainer Scheduled
- EAM MOW Future State Underway
- EAM Facilities Future State Underway



Agenda Item 6. b.



Financial Report – July 2025



Utah Transit Authority

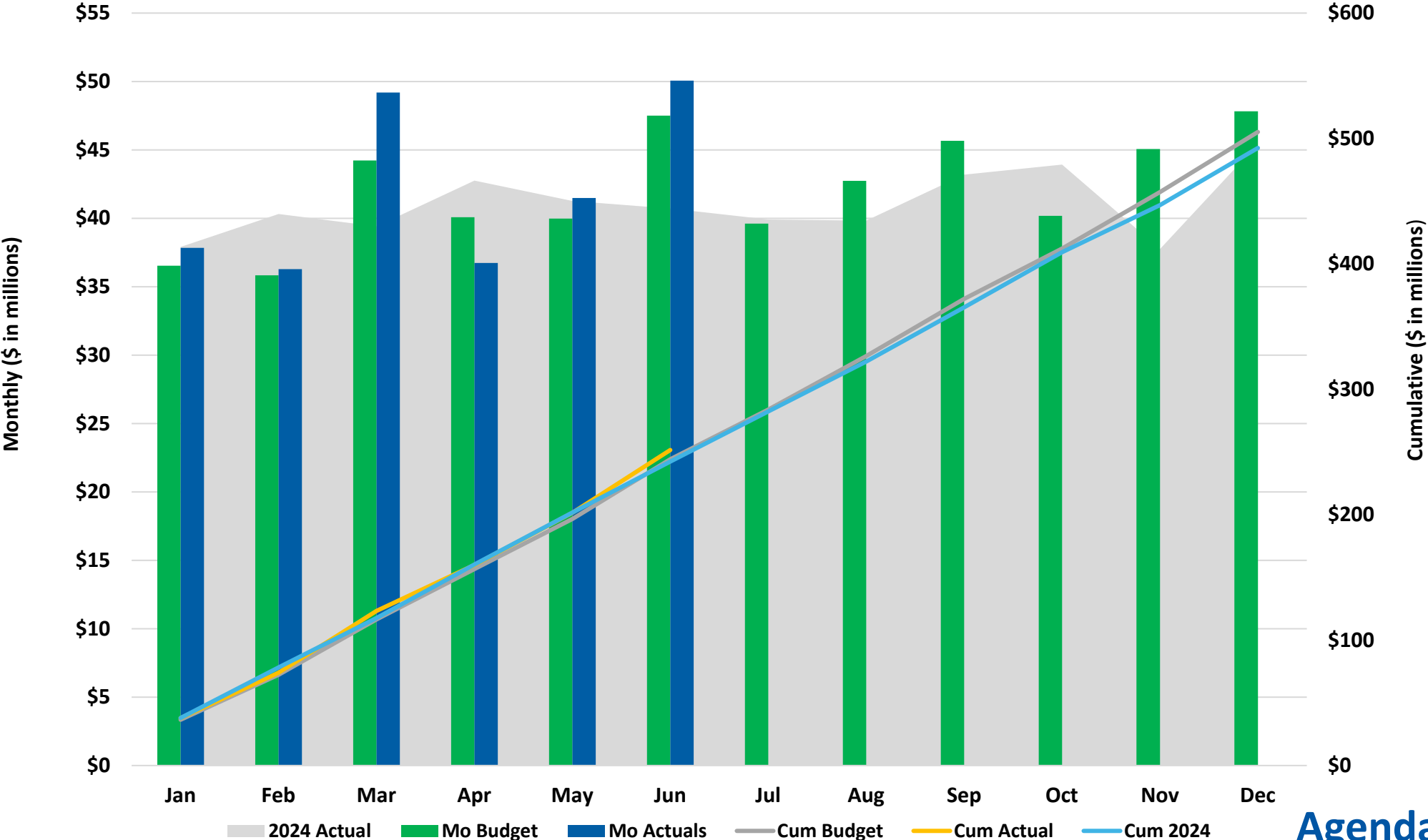
Board Dashboard: Jul 31, 2025

| Financial Metrics | Jul Actual | Jul Budget | Fav / (Unfav) | % | YTD Actual | YTD Budget | Fav / (Unfav) | % |
|---------------------------------------|---------------------------------------|------------|---------------|--------------------|------------|------------|---------------|-------------------|
| Sales Tax (Jun '25 mm \$) | \$ 50.1 | \$ 47.5 | \$ 2.56 | <div></div> 5.4% | \$ 251.6 | \$ 244.1 | \$ 7.44 | <div></div> 3.0% |
| Fare Revenue (mm) | \$ 3.1 | \$ 3.1 | \$ (0.01) | <div></div> -0.3% | \$ 22.5 | \$ 21.6 | \$ 0.84 | <div></div> 3.9% |
| Operating Exp (mm) | \$ 38.2 | \$ 38.4 | \$ 0.21 | <div></div> 0.5% | \$ 249.9 | \$ 269.4 | \$ 19.53 | <div></div> 7.2% |
| Subsidy Per Rider (SPR) | \$ 11.72 | \$ 10.21 | \$ (1.51) | <div></div> -14.8% | \$ 9.89 | \$ 10.21 | \$ 0.32 | <div></div> 3.1% |
| UTA Diesel Price (\$/gal) | \$ 2.72 | \$ 3.60 | \$ 0.88 | <div></div> 24.5% | \$ 2.42 | \$ 3.60 | \$ 1.18 | <div></div> 32.9% |
| Operating Metrics | Jul Actual | Jul-24 | F / (UF) | % | YTD Actual | YTD 2024 | F / (UF) | % |
| Ridership (mm) | 3.00 | 3.05 | (0.06) | <div></div> -1.9% | 23.00 | 22.93 | 0.07 | <div></div> 0.3% |
| Energy Cost by Type (Monthly Avg YTD) | | | | | | | | |
| | Diesel Bus (Cost per Mile) | | | | \$ 0.51 | | | |
| | Diesel CR (Cost per Mile) | | | | \$ 3.95 | | | |
| | Unleaded Gas (Cost per Mile) | | | | \$ 0.49 | | | |
| | CNG (Cost per Mile) | | | | \$ 0.37 | | | |
| | Bus Propulsion Power (Cost per Mile) | | | | \$ 0.50 | | | |
| | TRAX Propulsion Power (Cost per Mile) | | | | \$ 0.78 | | | |

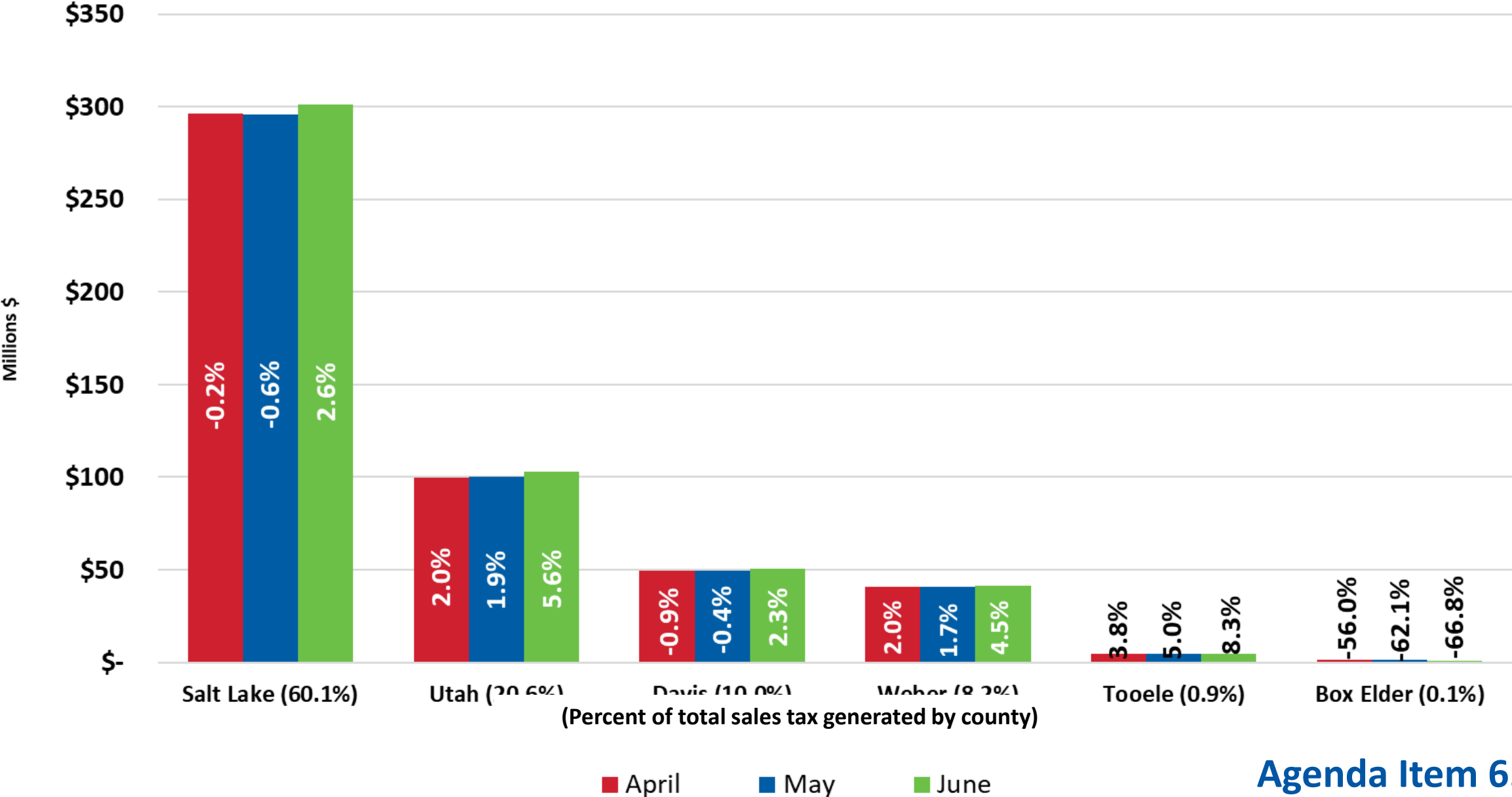
"Sales Tax" lists the amount of sales tax revenue received for the month listed in bold. All other data reflects the month listed in the table title.

2025 Sales Tax

June YTD Variance \$7.4M / 3.0% Above Budget

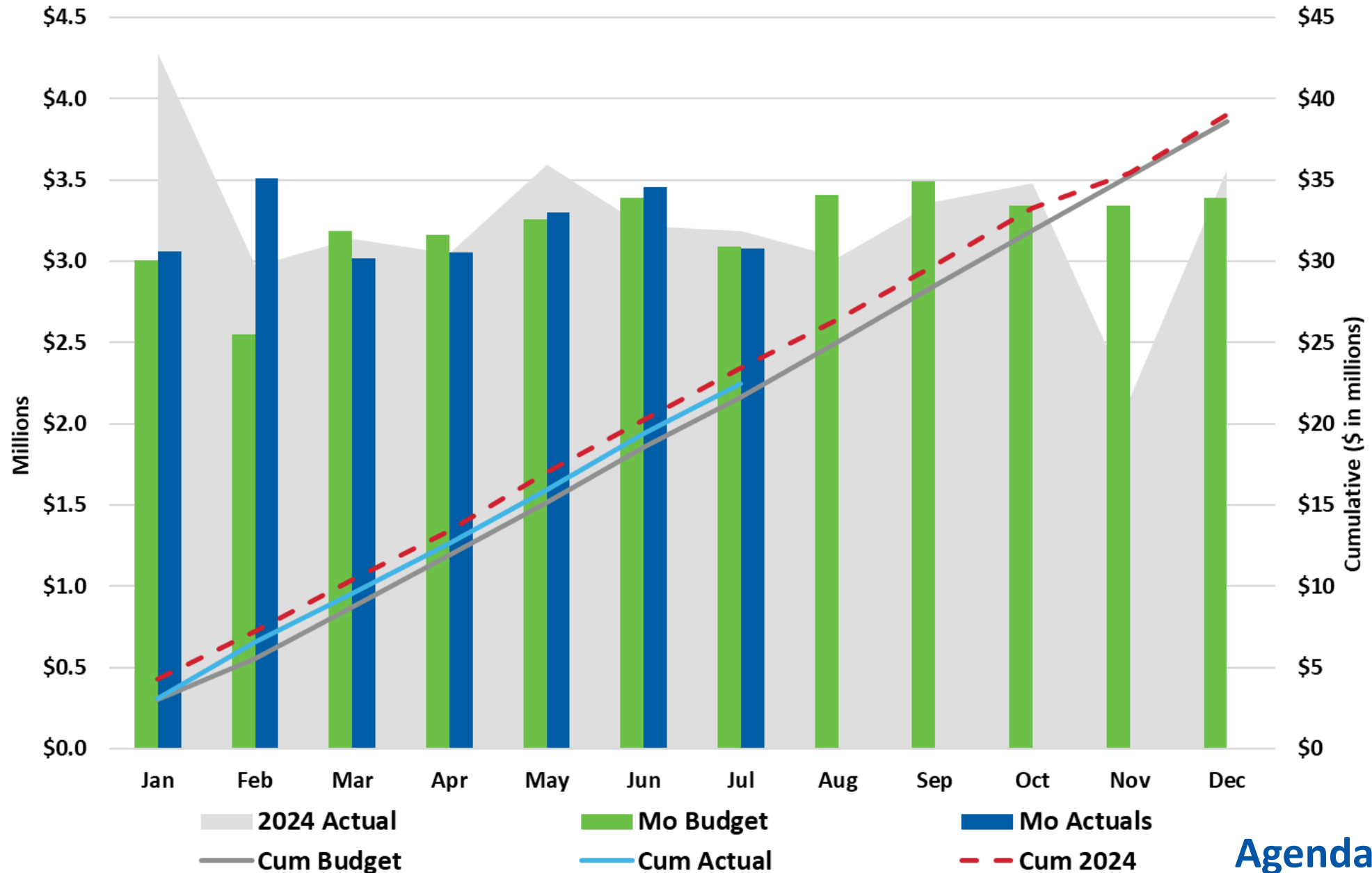


Sales Tax Collections
Percentage Change by month ended Jun 30, 2025
(12 month moving avg)



2025 Passenger Revenue

July YTD \$835.6K / 3.9% > Budget



FTE Report

Jul 2025



FTE Report Jul 25

| Administrative FTE | Budget | Jul-25 Budget vs. Actual | | | Vacancy Rate | | |
|--------------------|----------------|--------------------------|--------------|--------------|--------------|---------------|-------------|
| | | Actual | Variance | Vacancy Rate | Prior Month | Start of Year | Prior Year |
| Admin Depts | 668.7 | 615.5 | 53.2 | 8.0% | 7.7% | 9.9% | 4.3% |
| Operating Depts | 401.0 | 352.5 | 48.5 | 12.1% | 10.5% | 8.0% | 2.1% |
| Subtotal | 1,069.7 | 968.0 | 101.7 | 9.5% | 8.7% | 9.2% | 3.5% |

| Bargaining Unit FTE | Budget | Vacancy | | | Vacancy Rate | Start of Year | Vacancy Rate |
|------------------------|----------------|----------------|--------------|--------------|--------------|---------------|--------------|
| | | Actual | Variance | Vacancy Rate | | | |
| Admin Depts | 38.8 | 28.0 | 10.8 | 27.8% | -28.9% | 11.5% | -76.6% |
| <i>Operating Modes</i> | | | | | | | |
| Bus | 1116.0 | 1,149.0 | -33.0 | -3.0% | -2.6% | -4.7% | -4.8% |
| Light Rail | 297.0 | 307.0 | -10.0 | -3.4% | -3.0% | 5.1% | 0.4% |
| Commuter Rail | 108.0 | 113.0 | -5.0 | -4.6% | -7.4% | 2.8% | -10.7% |
| Riverside | 157.0 | 161.5 | -4.5 | -2.9% | 0.3% | 1.6% | 2.2% |
| Asset Mgt | 189.0 | 175.0 | 14.0 | 7.4% | 6.3% | 6.5% | 10.8% |
| Subtotal | 1,905.8 | 1,933.5 | -27.7 | -1.5% | -2.3% | -0.8% | -4.0% |

| | | | | | | | |
|------------------|-----------------|----------------|-------------|-------------|-------------|-------------|--------------|
| Total FTE | 2,975.54 | 2,901.5 | 74.0 | 2.5% | 1.6% | 2.8% | -1.3% |
|------------------|-----------------|----------------|-------------|-------------|-------------|-------------|--------------|

July 2025 YTD Financial Results



OPERATING FINANCIALS

July 2025 YTD

| FISCAL YEAR 2025 Dollars In Millions | YEAR-TO-DATE RESULTS | | | | | |
|---|----------------------|--------------|----------|----------|--------|--|
| | Prior Year Actual | Current Year | | | | |
| | | Actual | Budget | Variance | | |
| Revenue | | | | | | |
| Sales Tax (July accrual) | \$ 287.4 | \$ 288.6 | \$ 283.7 | \$ 4.9 | 1.7% | |
| Fares | 23.4 | 22.5 | 21.6 | 0.8 | 3.9% | |
| Federal | 4.9 | 33.1 | 42.2 | (9.1) | -21.6% | |
| Other * | 24.0 | 18.0 | 13.0 | 5.0 | 38.6% | |
| TOTAL REVENUE | \$ 339.7 | \$ 362.2 | \$ 360.6 | \$ 1.6 | 0.4% | |
| Expense | | | | | | |
| Salary/Wages | \$ 111.4 | \$ 117.2 | \$ 120.8 | \$ 3.6 | 3.0% | |
| Overtime | 8.4 | 9.8 | 6.3 | (3.5) | -55.2% | |
| Fringe Benefits | 58.6 | 61.3 | 64.0 | 2.7 | 4.2% | |
| Total Compensation | \$ 178.4 | \$ 188.3 | \$ 191.1 | \$ 2.8 | 1.5% | |
| Services | 22.3 | 26.5 | 31.7 | 5.2 | 16.5% | |
| Parts | 15.3 | 12.4 | 17.3 | 4.8 | 28.0% | |
| Fuel | 16.4 | 14.9 | 20.4 | 5.5 | 26.9% | |
| Utilities | 4.2 | 4.1 | 4.6 | 0.5 | 11.8% | |
| Other | 12.4 | 8.5 | 13.8 | 5.3 | 38.1% | |
| Capitalized Cost | (7.2) | (4.9) | (9.5) | (4.6) | 48.4% | |
| TOTAL EXPENSE | \$ 241.9 | \$ 249.9 | \$ 269.4 | \$ 19.6 | 7.3% | |
| Debt Service | 45.7 | 40.8 | 45.3 | 4.6 | 10.1% | |
| Contrib. Capital/Reserves | \$ 82.4 | \$ 71.6 | \$ 45.8 | \$ 25.7 | 56.2% | |

*Does not include Sale of Assets (\$1.4M favorable) or
Non-Cash items

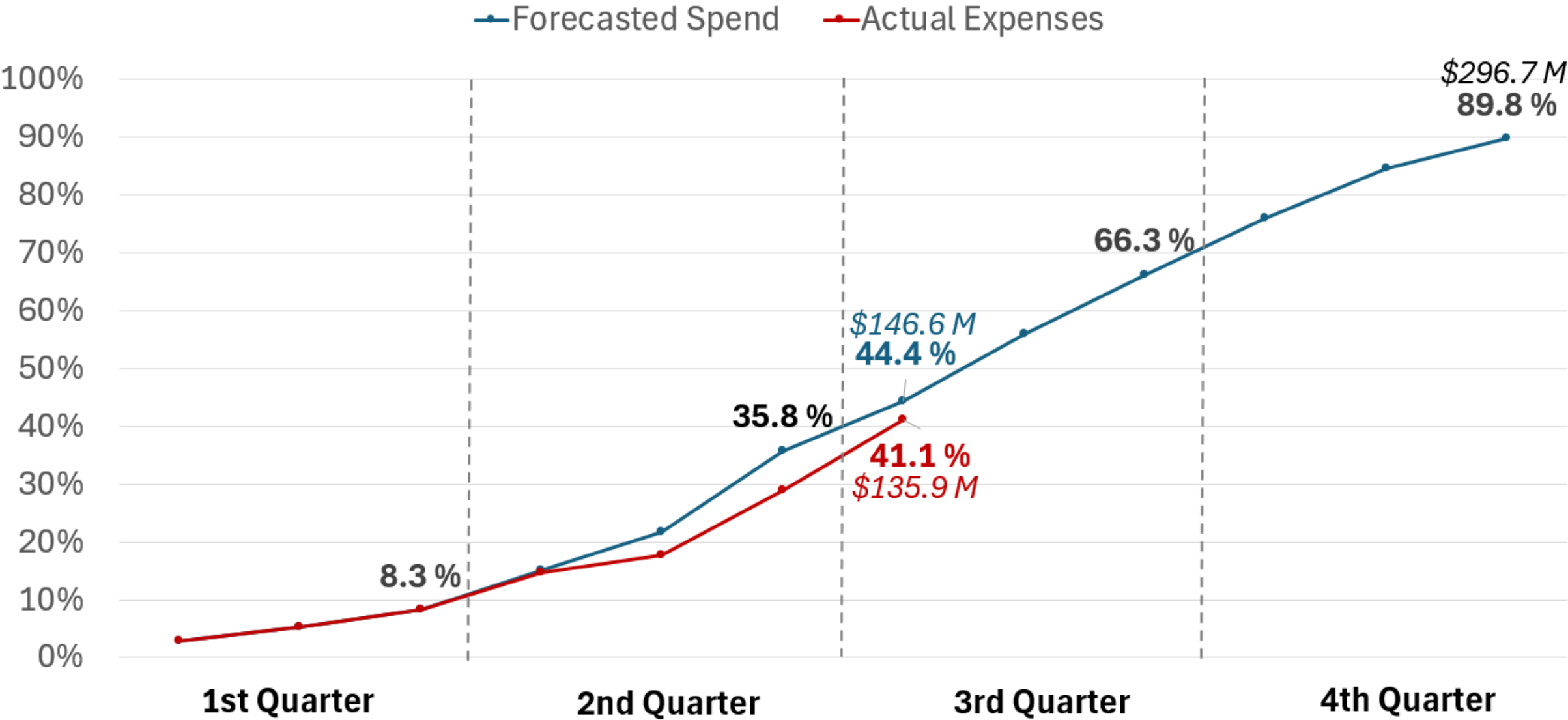
Favorable/(Unfavorable)

Agenda Item 6. c.

July 2025 Capital Expenses

| FISCAL YEAR 2025 000's | | | | | | | | | | |
|---------------------------|-------------|-------------|--------------|-------------|---------|--------------|--------------|-------------|-------------|-------|
| | July 2025 | | | | | 2025 YTD | | | | |
| | Actual | Budget | Variance | % | | Actual | Budget | Variance | % | |
| Capital Expense | | | | | | | | | | |
| Executive Director | \$ 124.6 | \$ 185.2 | \$ 60.50 | <div></div> | 32.7% | \$ 554.4 | \$ 834.3 | \$ 279.83 | <div></div> | 33.5% |
| Planning & Engagement | 123.4 | 237.6 | 114.15 | <div></div> | 48.0% | 501.1 | 1,044.7 | \$ 543.56 | <div></div> | 52.0% |
| People | 350.4 | 122.6 | (227.84) | <div></div> | -185.8% | 1,748.2 | 1,781.3 | \$ 33.08 | <div></div> | 1.9% |
| Operations | 473.4 | 2,096.2 | 1,622.80 | <div></div> | 77.4% | 1,114.1 | 3,515.4 | \$ 2,401.35 | <div></div> | 68.3% |
| Finance | 1,388.9 | 834.2 | (554.69) | <div></div> | -66.5% | 4,487.9 | 4,435.4 | \$ (52.52) | <div></div> | -1.2% |
| Enterprise Strategy | 1,785.7 | 1,800.8 | 15.13 | <div></div> | 0.8% | 4,328.9 | 9,413.6 | \$ 5,084.72 | <div></div> | 54.0% |
| Capital Service | 33,475.5 | 23,053.0 | (10,422.49) | <div></div> | -45.2% | 123,151.6 | 125,582.3 | \$ 2,430.67 | <div></div> | 1.9% |
| TOTAL EXPENSE | \$ 37,722.0 | \$ 28,329.5 | \$ (9,392.5) | <div></div> | -33.2% | \$ 135,886.2 | \$ 146,606.9 | \$ 10,720.7 | <div></div> | 7.3% |

Actual versus Forecast Spend YTD Capital Expenses



July 2025 Capital Sources (000's)

| Capital Sources (000's) | Federal Grants | Leasing | State Funding | Local Funding | UTA Bonding | UTA Funding | Total |
|--------------------------------|---------------------------|----------------|--------------------------|--------------------------|------------------------|------------------------|--------------|
| Year-to-Date Actual | \$ 87,882 | \$ 8,702 | \$ 6,587 | \$ 2,375 | \$ - | \$ 30,340 | \$ 135,886 |
| FY2025 Budget | \$ 127,571 | \$ 32,652 | \$ 45,619 | \$ 5,020 | \$ 23,055 | \$ 96,314 | \$ 330,231 |
| % of Budget | 68.9% | 26.7% | 14.4% | 47.3% | 0.0% | 31.5% | 41.1% |

Additional Metrics

Accounting: Accounts Payable Days & Month End

Supply Chain: Contracts & Open Requisitions

Fares: Farebox Recovery & Subsidy Per Rider



July 2025

Accounting Metrics:

- Avg Days Payable – Jul. '25 YTD: 32 Days Actual vs 30 Days Goal
- Days to Close: 12 Days. At Goal

Procurement Contractor Progress:

- July Completed Contracts/PO's: 11
- Completed Since Implementation (9 months): 169
- Average Days Requisitions Open: 51 Days Jul. '25 vs 49 Days June '25

Fare Metrics:

- Farebox Recovery: Jul. '25 YTD 9.0% vs Jul. '24 YTD 9.7%
- Subsidy Per Rider: Jul. '25 YTD \$9.89 vs Jul. '24 YTD \$9.53



Questions?



Resolutions



R2025-09-01 - Resolution Adopting the 5600 W Old Bingham Highway Station Area Plan



Plan Vision

- Entertainment hub
- Mixed-use development (30 year vision)
- Pedestrian-focused, commercial Main Street
- Access to Bingham Creek Regional Park
- Multi-modal access on Old Bingham Highway
- Residential transition into Daybreak



Agenda Item 7. a.

UTA Property

- Connection between employment-related uses and suburban residential
- May accommodate relocation of Jordan School District (JSD) Warehouse to facilitate West Jordan City Center Development
- Plan offers land use flexibility
- Shared parking



Agenda Item 7. a.

Steps Taken Prior to Resolution Adoption

Adoption by West Jordan City Council:

- March 11, 2025

MPO Certification:

- May 22, 2025

LAC Review:

- August 27, 2025



Recommended Action (by roll call)

Motion approve resolution R2025-09-01 - Resolution Adopting the 5600 W Old Bingham Highway Station Area Plan, as presented.



R2025-09-02 - Resolution Adopting the Draper Town Center Station Area Plan



Project Vision

- Walkable, active Pioneer Road
- Nexus of trail connections
- Mixed-Use town center
- Repurposing of IFA site
- Improved station access



Agenda Item 7. b.



UTA Property

- Multifamily with access to Trax Station
- Integrated parking structures
- Ground floor retail on 12300 South
- Improved connectivity
- Central open space + canal trail



Agenda Item 7. b.



Steps Taken Prior to Resolution Adoption

Adoption by Draper City Council:

- March 4, 2025

MPO Certification:

- May 22, 2025

LAC Review:

- August 27, 2025



Recommended Action (by roll call)

Motion approve resolution R2025-09-02 - Resolution Adopting the Draper Town Station Area Plan, as presented.

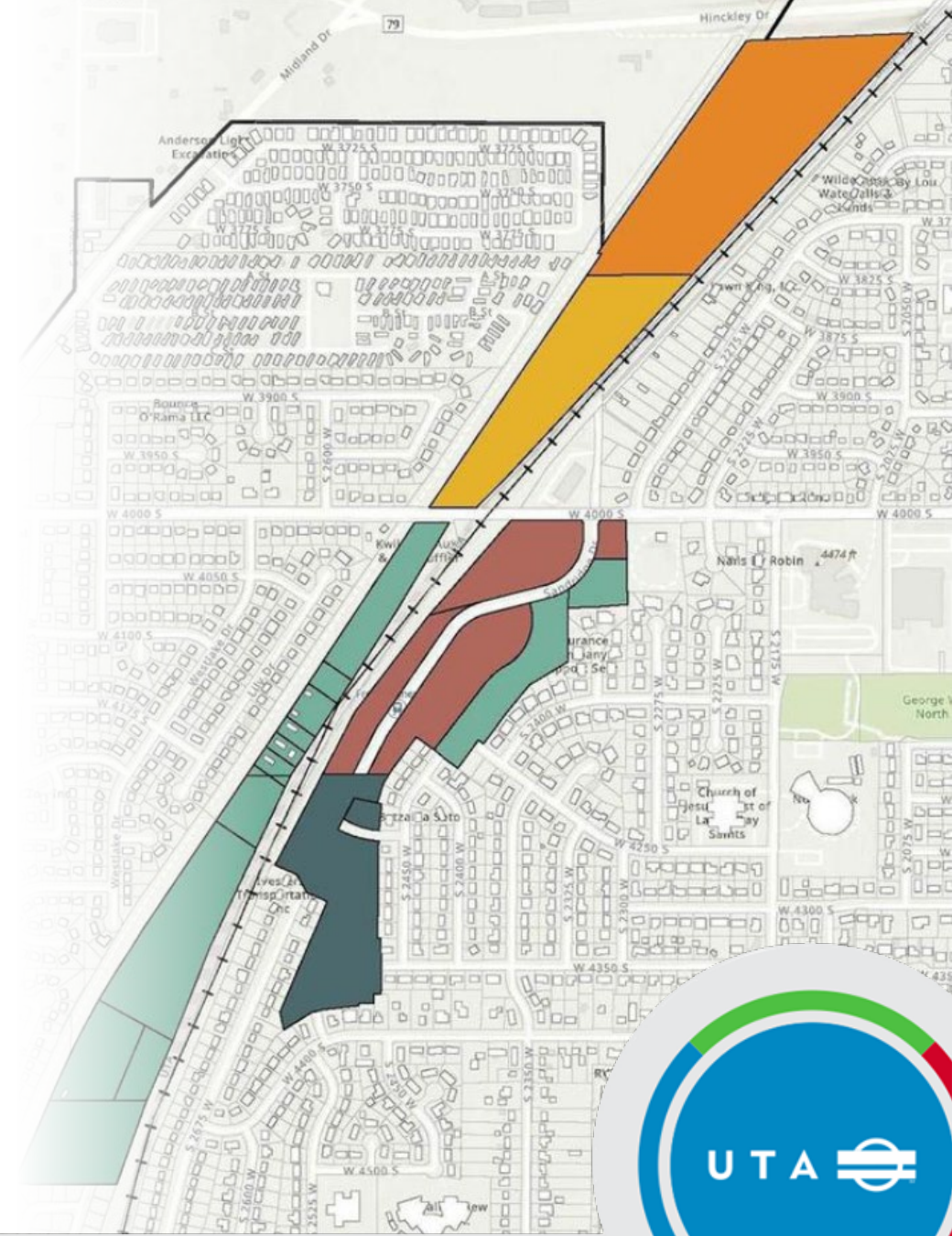


R2025-09-03 - Resolution Adopting the Roy Station Area Plan



Plan Vision

- Thriving, mixed-use and walkable district
- Regional destination
- Employment, living, and recreation



Agenda Item 7. c.



UTA Property

- 17.5 acres
- Variety of multi-family housing and commercial space
- Connections from existing neighborhoods
- Integrated parking



Steps Taken Prior to Resolution Adoption

Adoption by Roy City Council:

- June 18, 2023*

MPO Certification:

- August 24, 2023

Local Advisory Council Review:

- August 27, 2025

* Additional feedback from UTA was incorporated and formally adopted by the Roy City Council after WFRC certification that does not impact statutory requirements or require re-certification



Recommended Action (by roll call)

Motion approve resolution R2025-09-03 - Resolution Adopting the Roy Station Area Plan, as presented.



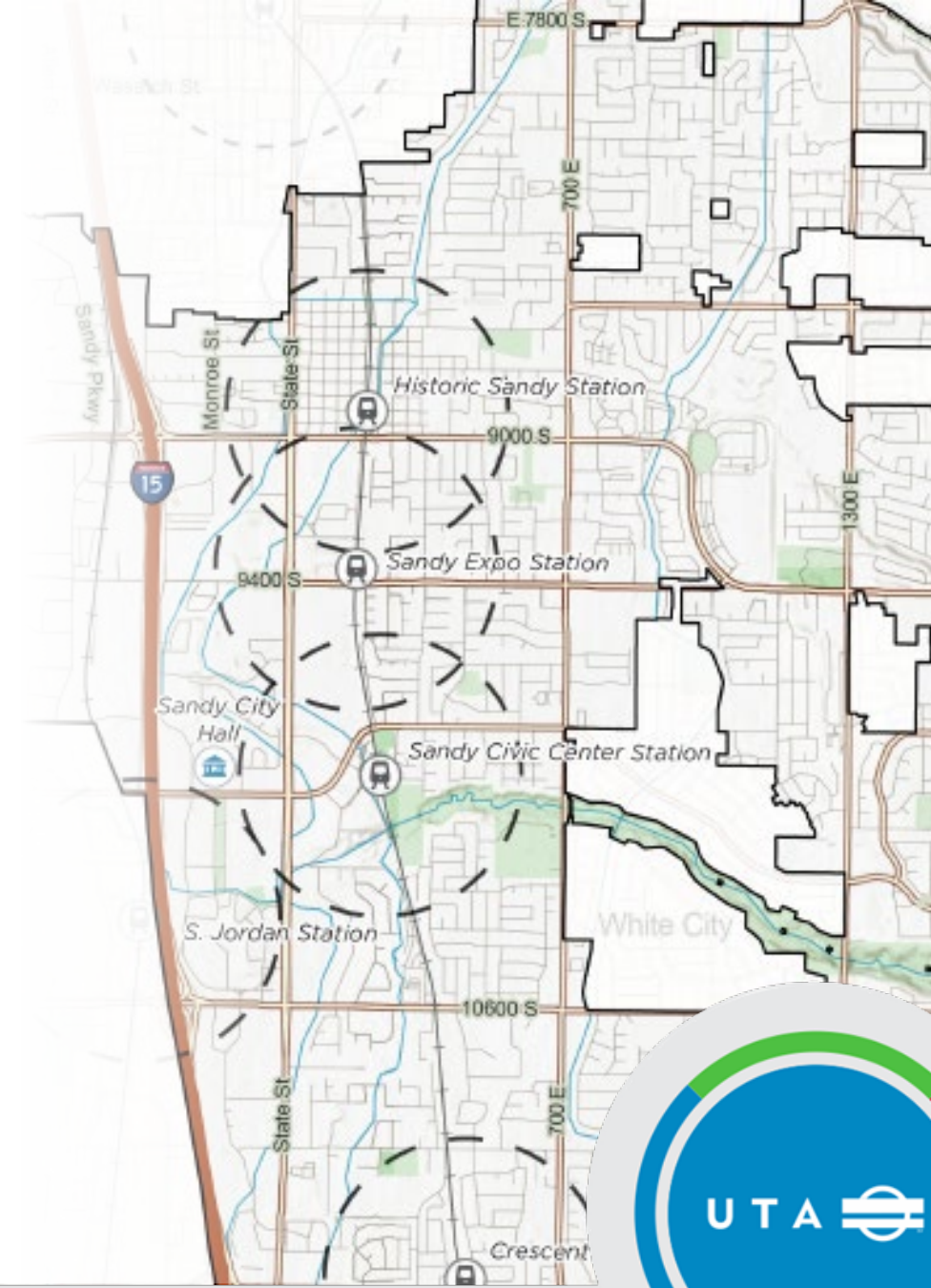
R2025-09-04 - Resolution Adopting the Sandy Station Area Plans



Sandy SAP Areas

Key Strategies

- Increase range of housing opportunities
- Strengthen neighborhoods
- Enhance livability and quality of life
- Conserve open space and natural resources
- Support diverse local economy
- Increase sustainable mobility and connectivity
- Engage responsibly with regional partners



UTA Property Overview

Historic Sandy

- 6.9 acres
- Missing Middle Housing

Civic Center

- 7.1 acres
- Mixed use, potential hotel and new commercial

Expo Center

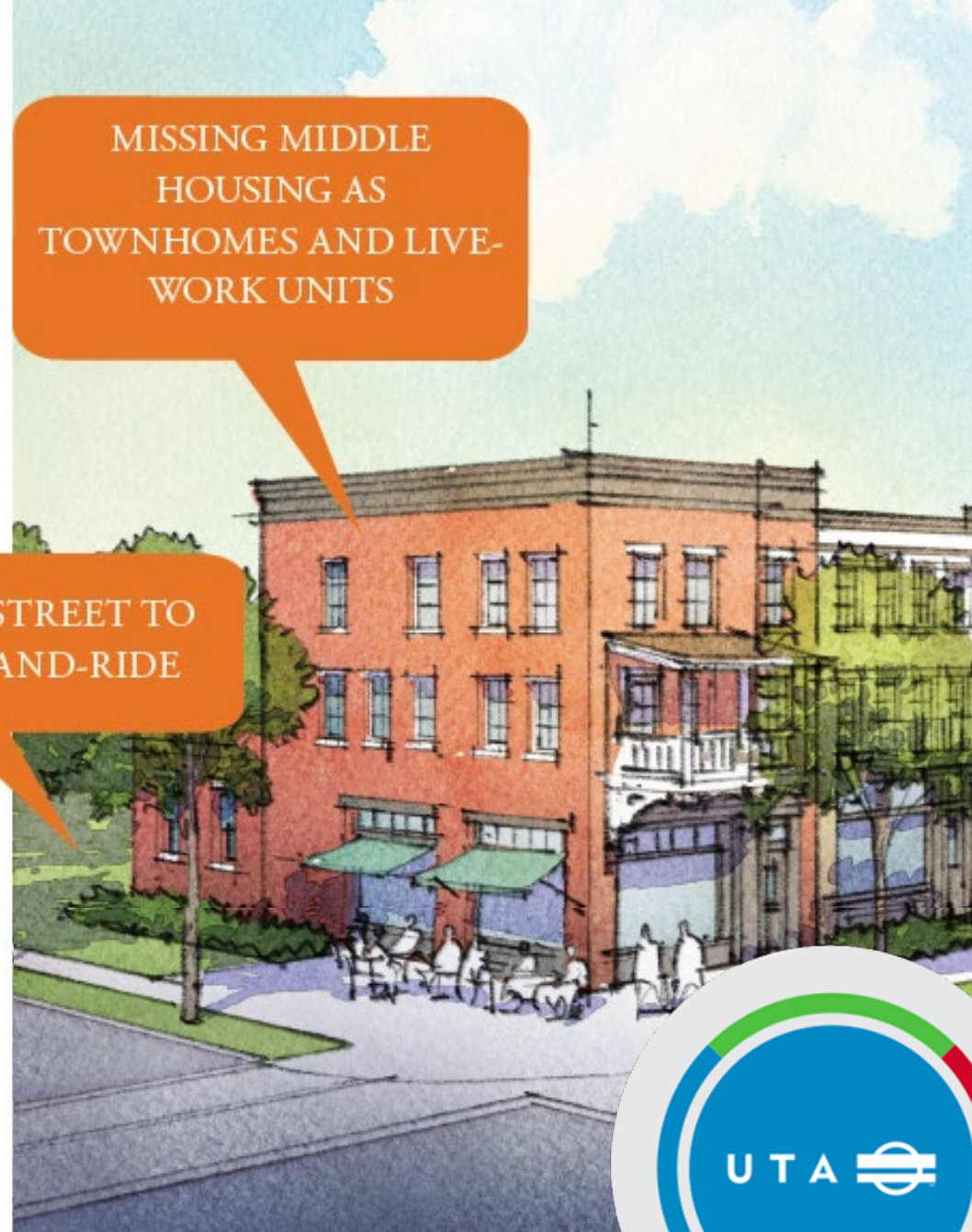
- No UTA property

South Jordan FrontRunner

- Constructed TOD

Crescent View

- 5.1 acres
- Street-facing mixed-use residential



Steps Taken Prior to Resolution Adoption

Adoption by Sandy City Council:

- January 1, 2025

MPO Certification:

- March 27, 2025

Local Advisory Council Review:

- August 27, 2025



Recommended Action (by roll call)

Motion approve resolution R2025-09-04 - Resolution Adopting the Sandy Station Area Plans, as presented.



Budget and Other Approvals



TBA2025-09-01 – Technical Budget Adjustment – 2025 Capital Program



Summary of Budget Requests

- Request is to reallocate \$697,000 in existing 2025 Capital Budget of \$330.2 million to aid in project delivery:
 - 5 projects will have budget increases
 - 2 projects, plus the Capital Contingency, will have budget decreases



Overall Budget Impacts By Office

| <u>Chief Office</u> | <u>2025 Adopted Budget</u> | <u>September 10th TBA</u> | <u>2025 Adjusted Budget</u> |
|-----------------------------|----------------------------|---------------------------|-----------------------------|
| Capital Services | \$ 270,680,000 | \$ - | \$ 270,680,000 |
| Enterprise Strategy | 19,397,000 | - | 19,397,000 |
| Executive Director (Safety) | 1,360,000 | - | 1,360,000 |
| Finance | 23,082,000 | - | 23,082,000 |
| Operations | 10,482,000 | - | 10,482,000 |
| People | 2,795,000 | - | 2,795,000 |
| Planning & Engagement | 2,435,000 | - | 2,435,000 |
| Grand Total | \$ 330,231,000 | \$ - | \$ 330,231,000 |

**Adjustments will occur within Capital Services and Finance that net to zero within those respective offices*



Affected Project Overview

- MSP302- FFY 2024 O/L 5310- a federal fiscal year allocation from 2024 for UTA's 5310 Coordinated Mobility program. UTA administers these program funds through to subrecipients in the Ogden/Layton area.
- MSP305- FFY 2023 SL/WV 5310- a federal fiscal year allocation from 2023 for UTA's 5310 Coordinated Mobility program. UTA administers these program funds through to subrecipients in the Salt Lake/West Valley area.
- MSP303- FFY 2023 O/L 5310- a federal fiscal year allocation from 2023 for UTA's 5310 Coordinated Mobility program. UTA administers these program funds through to subrecipients in the Ogden/Layton area.
- MSP229- Bus Stop Improvements & Signing in Salt Lake County- project used for bus stop improvements in Salt Lake County. Improvements range from bus stop amenities to the construction of new bus stops in the county.



Affected Project Overview- Cont'd

- SGR047- LRT Stray Current Control- UTA and Dominion Energy have a stray current monitoring agreement for monitoring the effects of any stray current that may be affecting underground gas utilities. Project costs include monitoring and some minor mitigation efforts, if needed.
- SGR408- Route End of Line (EOL) Enhancements- program for the design and construction of Route End of Line Enhancements throughout UTA's system. These could include bus loop design and construction, transit hub design, or similar enhancements.
- SGR404- Rail Switches & Trackwork Controls Rehab/Replacement- program for replacement or major rehabilitation work for UTA's switch components on the rail infrastructure. It may also include other upgrades necessary in the wayside equipment to support these component upgrades.



Rationale For Increase Adjustments

| <u>Rationale</u> | <u>Applicable Projects</u> |
|--|--|
| Funds needed to align with grant amounts and cover unanticipated expenses. MSP303 & MSP305 will acquire new sedans for subrecipients | <ul style="list-style-type: none">• MSP302 - FFY 2024 O/L 5310• MSP305 – FFY 2023 SL/WV 5310• MSP303 – FFY 2023 O/L 5310 |
| Funds needed to purchase bus amenities needed for recently constructed stops. | MSP229 - Bus Stop Improvements & Signing in Salt Lake County |
| Funds needed to cover testing costs related to Dominion Stray Current Master Agreement for Light Rail Transit. | SGR047 – LRT Stray Current Control |

Rationale For Decrease Adjustments

| <u>Rationale</u> | <u>Applicable Projects</u> |
|--|---|
| Project will have extra funds for 2025. Right-sizing budget to match delivery and moving funds to assist in other project delivery. | <ul style="list-style-type: none">• SGR408 - Route End of Line (EOL) Enhancements• SGR404 – Rail Switches & Trackwork Controls Rehab/Replacement |
| Moving funds to aid in other project delivery - \$402,000 in grant funds. | MSP999 - Capital Contingency |



Breakdown for Project Funding Increases

| <u>Project ID and Name</u> | <u>Adopted Budget</u> | <u>September 10th TBA</u> | <u>Adjusted Budget</u> |
|--|---------------------------|-------------------------------|----------------------------|
| MSP302 - FFY 2024 O/L 5310 | \$ 451,000 | \$ 359,000 | \$ 810,000 |
| MSP229 - Bus Stop Improvements & Signing in Salt Lake County | 164,000 | 245,000 | 409,000 |
| SGR047 - LRT Stray Current Control | 450,000 | 50,000 | 500,000 |
| MSP305 - FFY 2023 SL/WV 5310 | 1,525,000 | 22,000 | 1,547,000 |
| MSP303 - FFY 2023 O/L 5310 | 690,000 | 21,000 | 711,000 |



Breakdown for Project Funding Decreases

| <u>Project ID and Name</u> | <u>Adopted Budget</u> | <u>September 10th TBA</u> | <u>Adjusted Budget</u> |
|--|---------------------------|-------------------------------|----------------------------|
| MSP999 - Capital Contingency | \$ 4,882,000 | \$ (402,000) | \$ 4,480,000 |
| SGR408 - Route End of Line (EOL) Enhancements | 450,000 | (245,000) | 205,000 |
| SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement | 4,500,000 | (50,000) | 4,450,000 |



Year to Date Contingency Summary

| <u>TBA Date</u> | <u>Adopted</u> <u>2025 Budget</u> | <u>TBA</u> | <u>Adjusted</u> <u>Budget</u> |
|-----------------|--------------------------------------|--------------|----------------------------------|
| Feb 26th | \$ 5,000,000 | \$ - | \$ 5,000,000 |
| Apr 9th | 5,000,000 | 5,024,000 | 10,024,000 |
| May 14th | 10,024,000 | (5,508,000) | 4,516,000 |
| June 11th | 4,516,000 | - | 4,516,000 |
| July 9th | 4,516,000 | 1,346,000 | 5,862,000 |
| Aug 13th | 5,862,000 | (980,000) | 4,882,000 |
| Sept 10th | \$ 4,882,000 | \$ (402,000) | \$ 4,480,000 |



Proposed TBA Contingency Summary- Sources

| <u>Funding Sources</u> | <u>2025 Current Adopted Budget</u> | <u>September 10th TBA</u> | <u>2025 Adjusted Budget</u> |
|------------------------|--|-------------------------------|---------------------------------|
| Bonds | \$ 555,000 | \$ - | \$ 555,000 |
| Grant Funds | 996,000 | (402,000) | 594,000 |
| State Funds | 1,037,000 | - | 1,037,000 |
| Local Partner Funds | 276,000 | - | 276,000 |
| UTA Funds | 2,018,000 | - | 2,018,000 |
| | \$ 4,882,000 | \$ (402,000) | \$ 4,480,000 |



Proposed TBA Contingency Detail

| <u>Funds/Projects</u> | <u>September</u> <u>10th TBA</u> |
|--|-------------------------------------|
| <i>MSP999 - Capital Contingency - Grant Funds</i> | <i>\$ (402,000)</i> |
| MSP302 - FFY 2024 O/L 5310 | \$ 359,000 |
| MSP305 - FFY 2023 SL/WV 5310 | \$ 22,000 |
| MSP303 - FFY 2023 O/L 5310 | \$ 21,000 |



Budget Authority Impact & Changes in Revenue Sources

- No change in 2025 Capital Budget Authority
- No changes to funding sources
- No impact to UTA's fund balance



Questions?



Recommended Action (by acclamation)

Motion to approve TBA2025-09-01 – Technical Budget Adjustment – 2025 Capital Program, as presented.



TBA2025-09-02 – Technical Budget Adjustment – 2025 Operating Budget



Adding 1.0 FTE Procurement & Contracts Specialist Position

- Request 1.0 FTE increase in 2025 budget for Procurement & Contracts Specialist position to support the UTA's Supply Chain contracting process
- Replaces existing contractor position providing similar services
- Replacement of contractor position with permanent FTE recommended by UTA Internal Audit
- Net neutral to Budget, to be funded by existing Capital Budget funding



Questions?



Recommended Action (by acclamation)

Motion to approve TBA2025-09-02 – Technical Budget Adjustment – 2025 Operating Budget, as presented.



Contracts, Disbursements, and Grants



Contract: FrontRunner Passenger Seating Foam Kits (Chestnut Ridge Foam, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Chestnut Ridge Foam, Inc. for FrontRunner Passenger Seating Foam Kits, as presented.



Contract: S70 Articulation Bearing Overhaul Kits (Hubner Manufacturing Corp.)

Recommended Action (by acclamation)

Motion to approve the contract with Hubner Manufacturing Corp. for S70 Articulation Bearing Overhaul Kits, as presented.



Contract: ECO Bus Lift Replacement - Mt. Ogden (Steril-Koni USA, Inc.)

Recommended Action (by acclamation)

Motion to approve the contract with Steril-Koni USA, Inc. for ECO Bus Lift Replacement at Mt. Ogden, as presented.



Contract: Land Use Lease Agreement (Eagle Mountain City)

Recommended Action (by acclamation)

Motion to approve the Land Use Lease Agreement with Eagle Mountain City, as presented.



Contract: Utah County Park and Ride Facilities (Geneva Rock)

Recommended Action (by acclamation)

Motion to approve the contract with Geneva Rock for Utah County Park and Ride Facilities, contingent upon the full execution of the Land Use Lease Agreement with Eagle Mountain City.



Change Order: On-Call Infrastructure Maintenance Contract Task Order #25-024 - Central Ave. TRAX Grade Crossing Replacement (Stacy and Witbeck, Inc.)

Recommended Action (by acclamation)

Motion to approve Task Order 25-024 with Stacy and Witbeck, Inc. for Central Ave. TRAX Grade Crossing Replacement, as presented.



Change Order: Next Generation Fare Collection System Change Order No. 8 - Additional Onboard Validators (Scheidt & Bachmann USA, Inc.)

Recommended Action (by acclamation)

Motion to approve Change Order 8 with Scheidt & Bachmann USA, Inc. for Additional Onboard Validators, as presented.



Pre-Procurements

- On-Site Health and Wellness Clinic
- Pension Actuarial Services
- Final Bus Stop/End of Line Design Services for Davis-SLC Connector
- Meadowbrook Bus Chargers



Other Business

- a. Next Meeting: September 24, 2025 at 9:00 a.m.



Closed Session



Strategy Session to Discuss Topics as Defined in Utah Code 52-4-205 (1): - Collective Bargaining

This item will be postponed to a future meeting.



Adjourn

