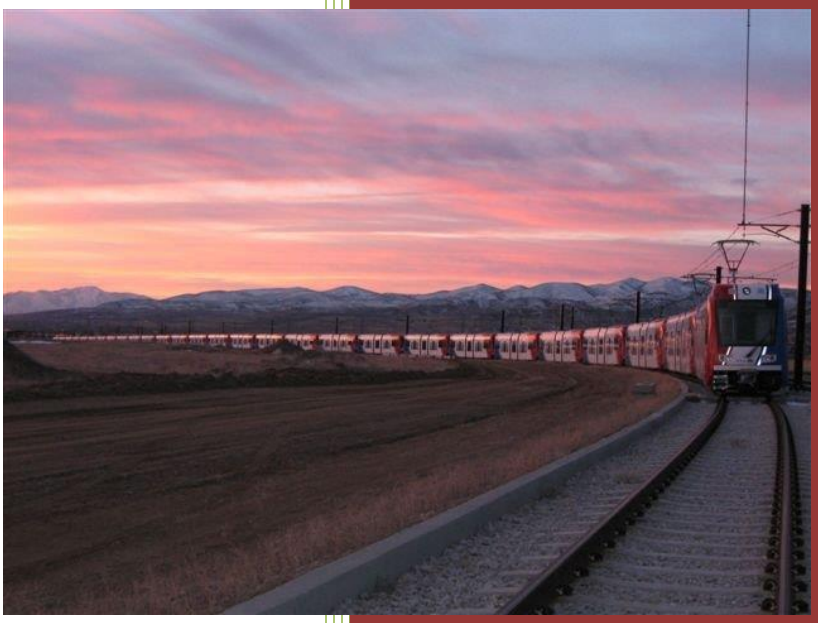
2024

Utah Transit Authority Transit Asset Management Plan 2.2



State of Good Repair Department

Utah Transit Authority

9/1/2024

Table of Contents

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.

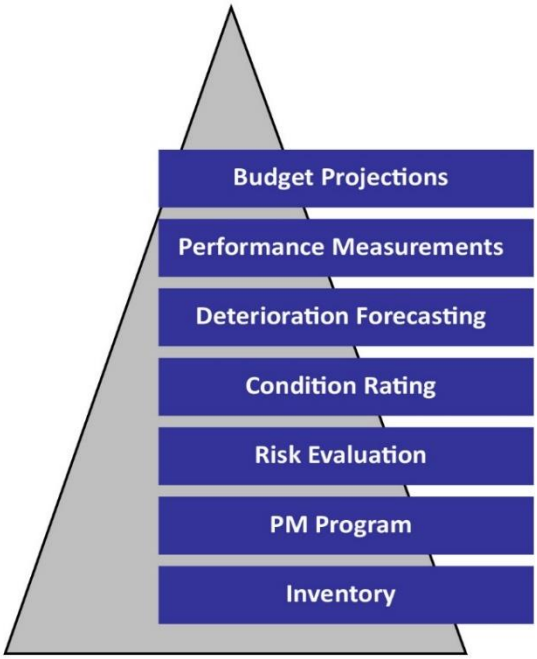


Figure 1- Elements of a Financial Output

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.

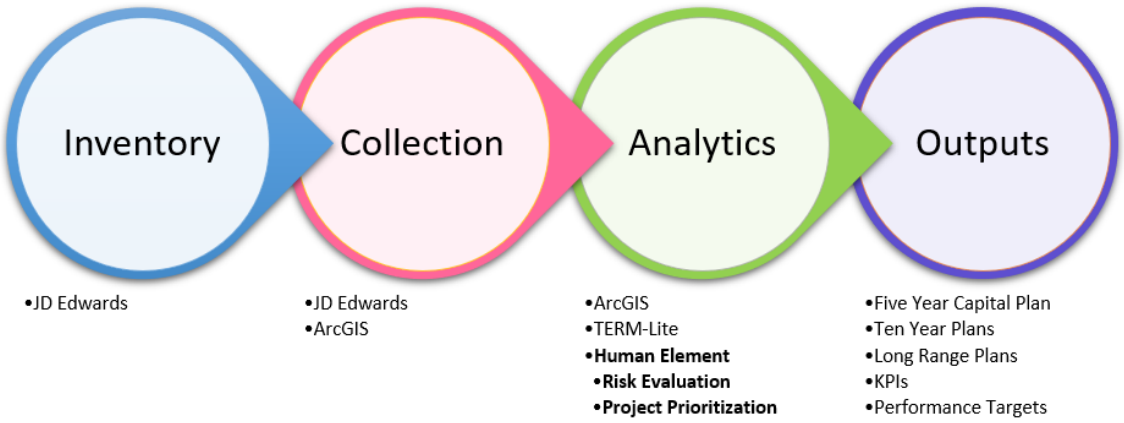
Budgeting

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

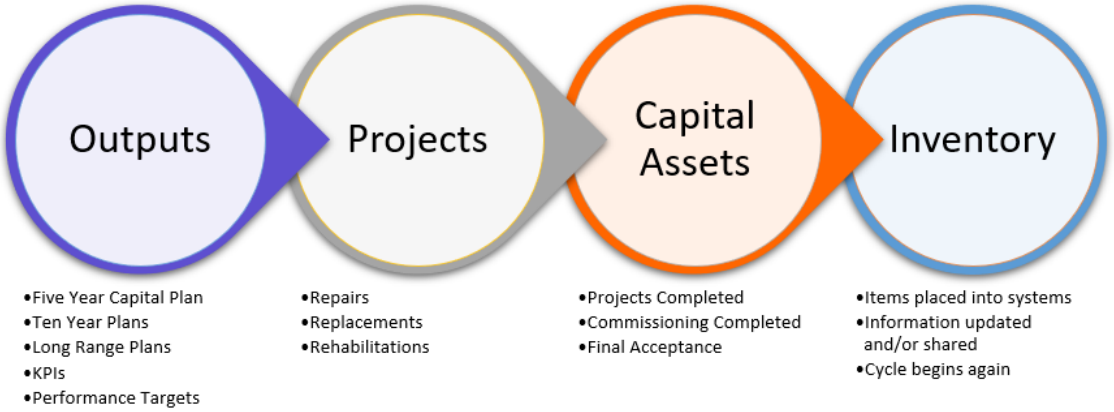


Figure 2- Asset Management Cycle Process

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:

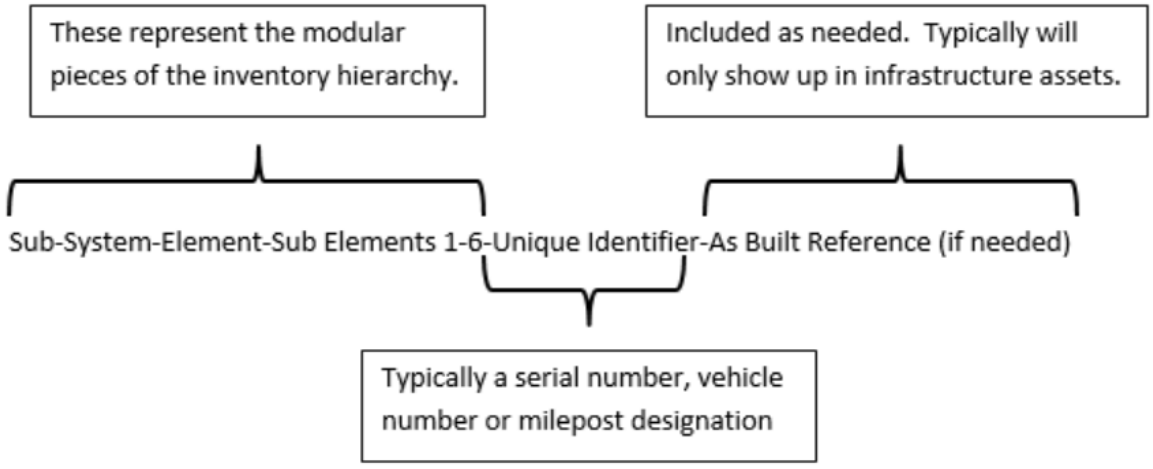


Figure 3- Asset Code Breakdown

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:

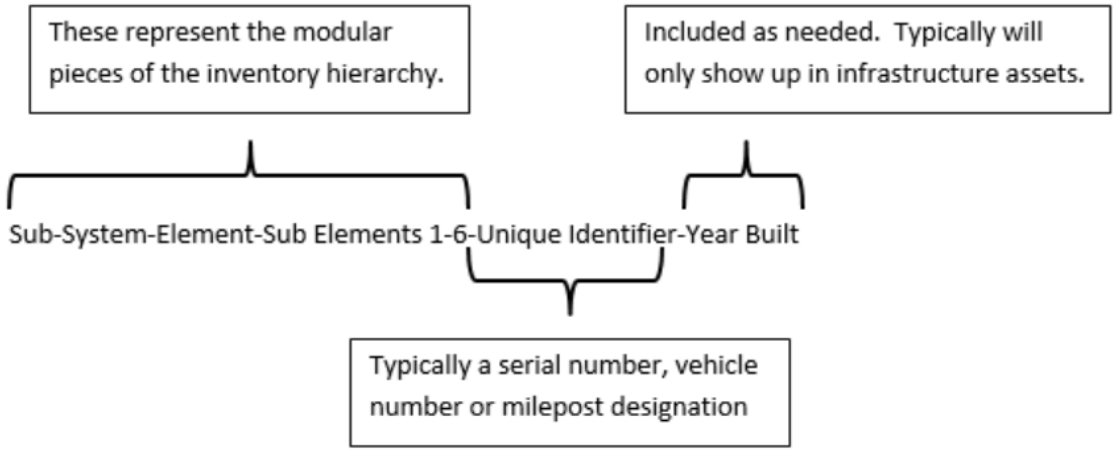


Figure 4- Asset Code Breakdown

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.

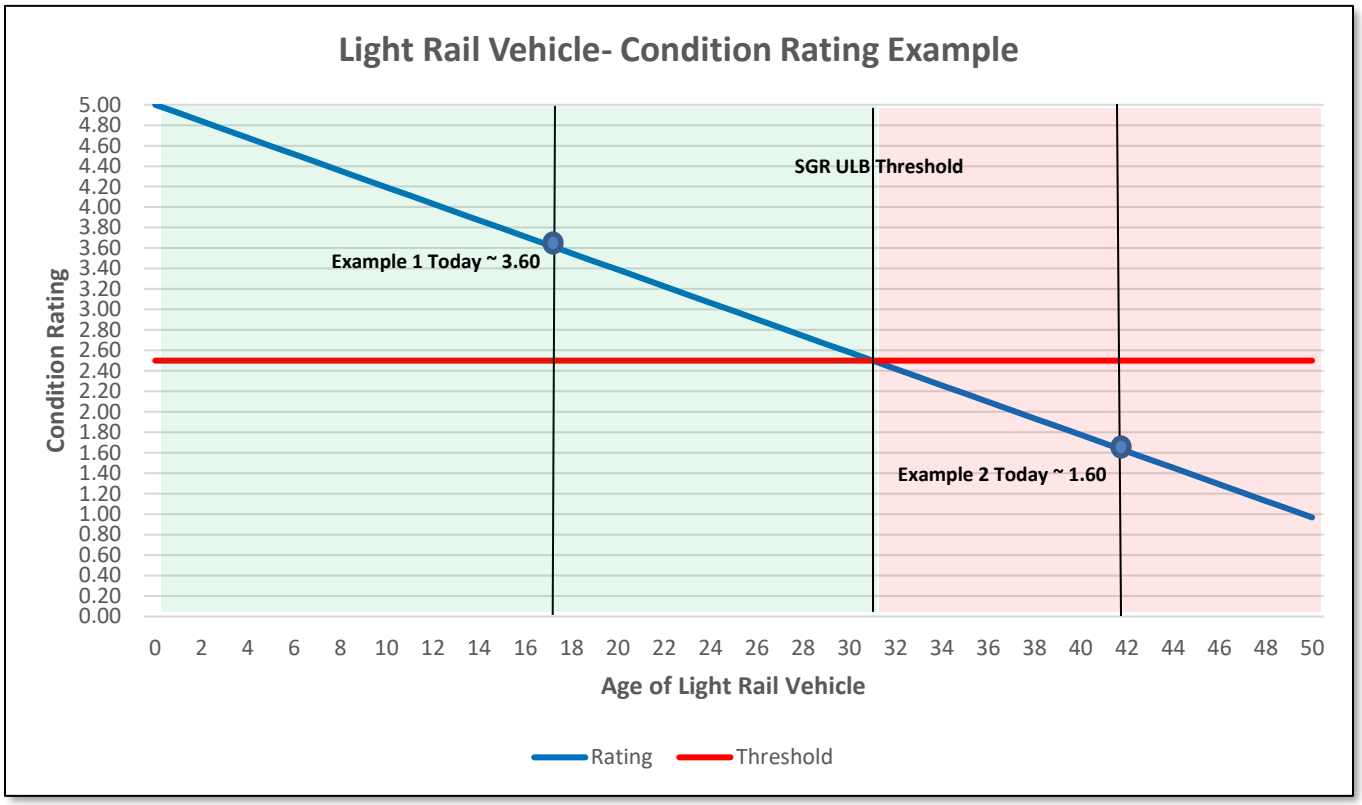


Figure 5- LRV Useful Life Example

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.

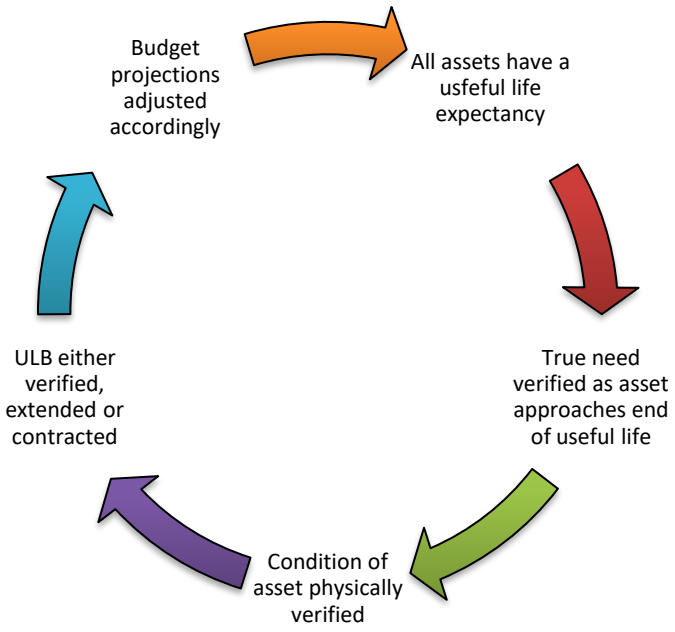


Figure 6- Condition Verification Approach

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:

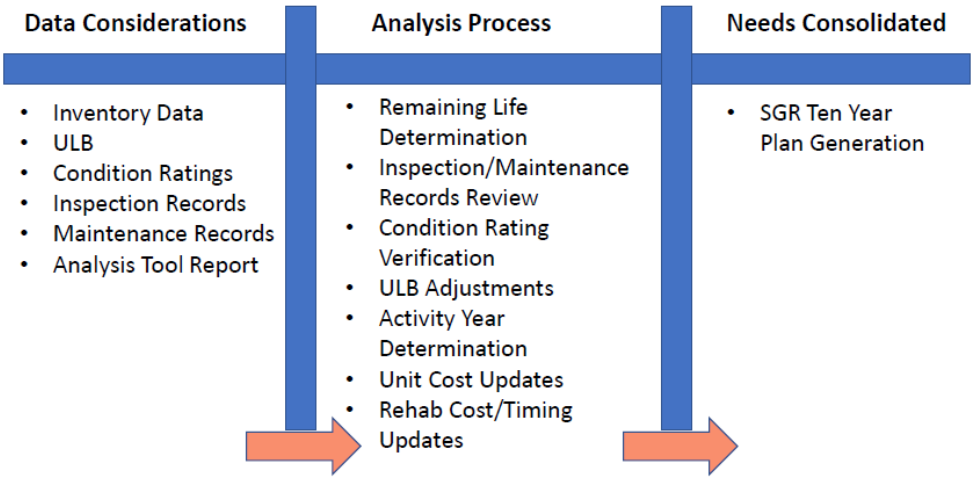


Figure 7- Asset Information Flow

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.

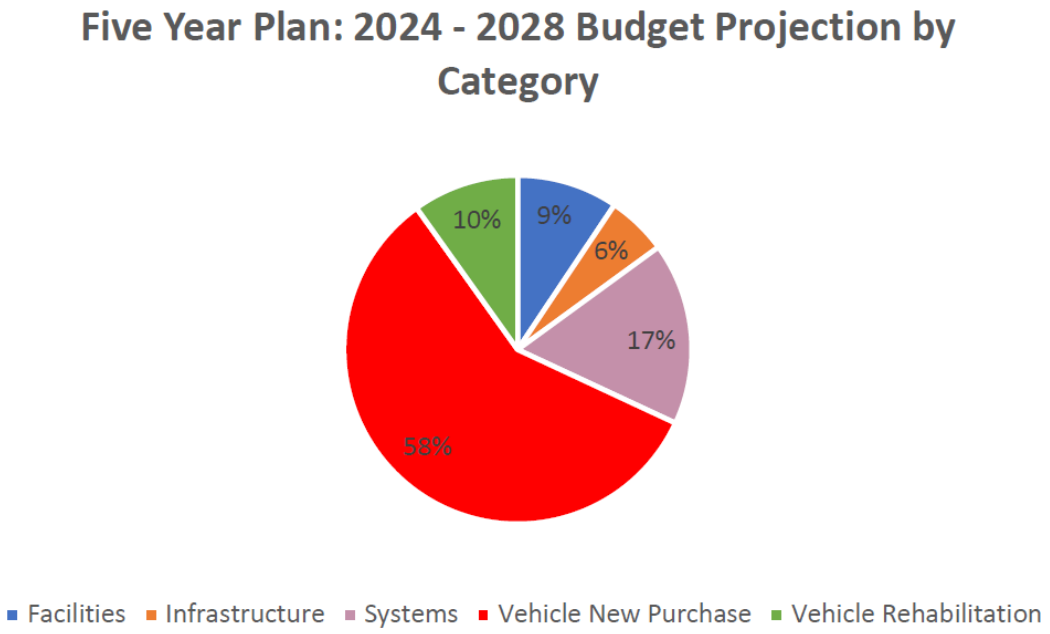


Figure 8- Current Five-Year Plan Budget Percentages

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:

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

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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.

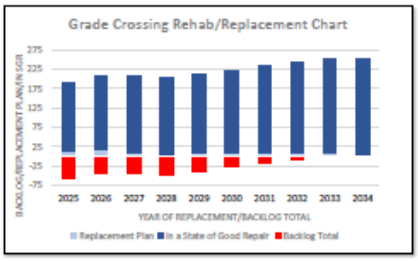
General Description

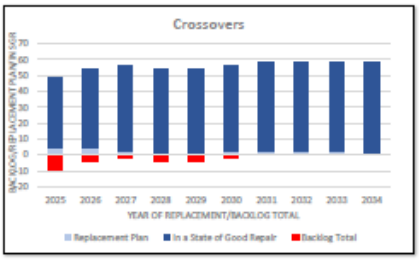
This is a high level overview of the budget for the 10-year MOW maintenance plan per individual projects. Each project shows the money that has been budgeted for individual years during the 10-Year plan. The sum of the individual projects budgeted money is shown in the total line. The budget numbers 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.

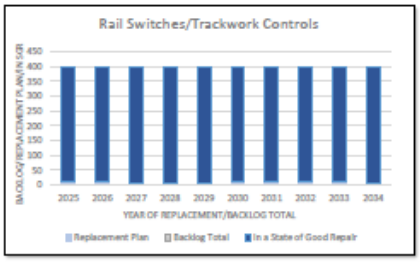
The charts on this page represent the projects that will have SGR backlog over the course of the 10 years. The charts represent the efforts that will need to take place in order to hit a certain backlog target percentage. Not all projects will have a chart due to no SGR backlog within that project. Some 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.

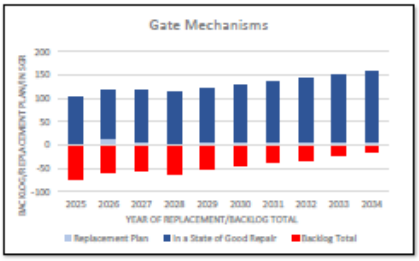
	Project Name								
Year	Grade Crossing Rehab/Replacement *SGR393*	Rail Rehab/Replacement *SGR385*	Rail Switches/ Trackwork Controls *SGR404*	Train Control Rehab/Replacement *SGR403*	Traction Power Rehab/Replacement *SGR397*	Ballast and Ties Rehab/Replacement *SGR401*	Fiber Replacement *SGR410*	OCS 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**

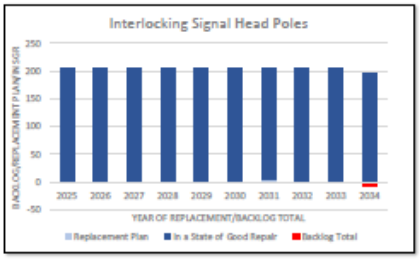
SGR Backlog Charts For Point Assets

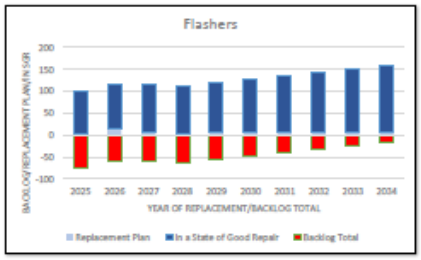


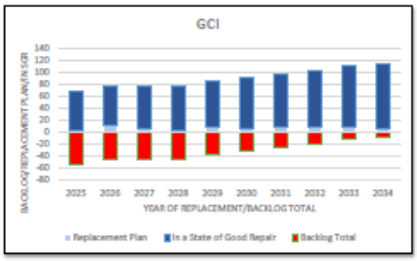




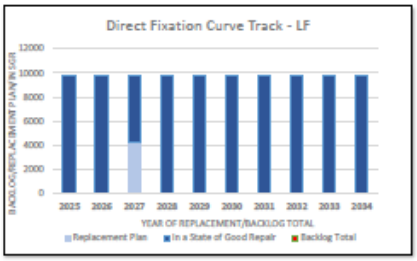


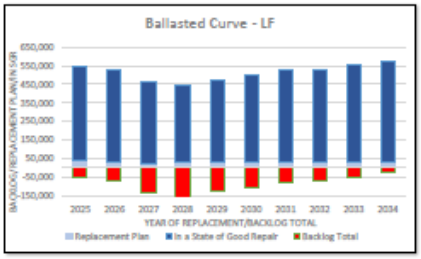


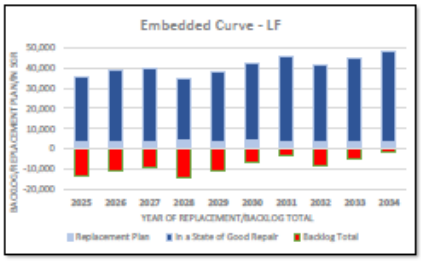


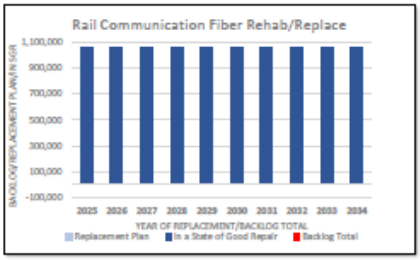


SGR Backlog Charts For Linear Assets









UTA MOW 10-YEAR REPLACEMENT PLAN

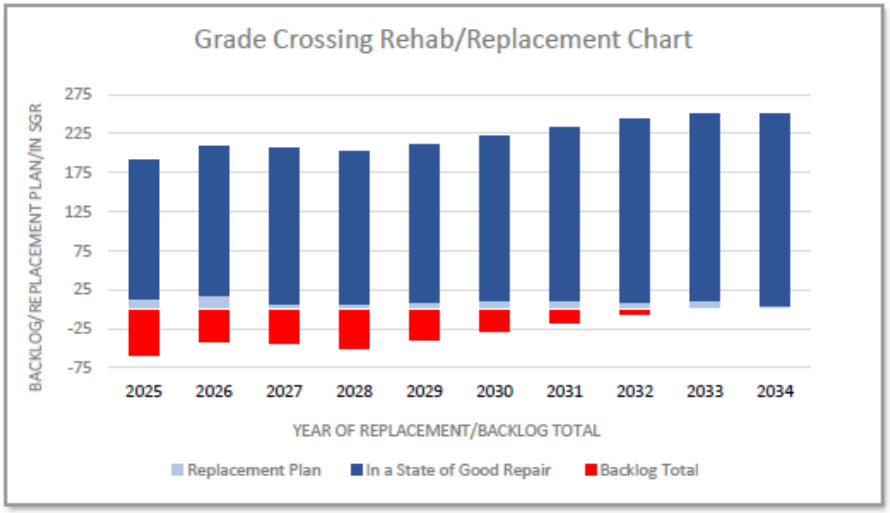
Project Code	SGR393	**Target Backlog %**	10%
Project Name	Grade Crossing Rehab/Replacement	**Total Assets**	250

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

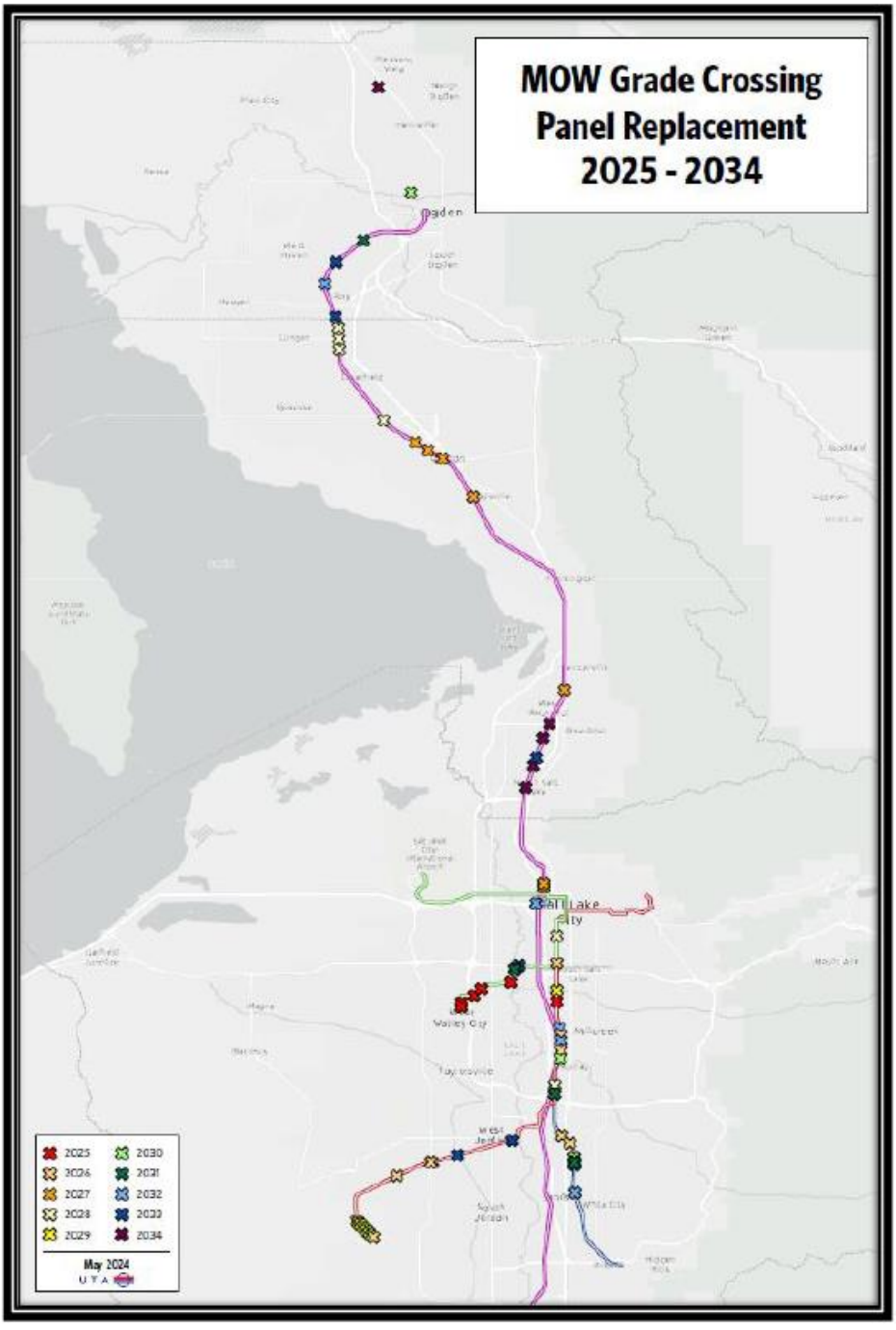
2030 (Cont'd)	2031 (Cont'd)	2032 (Cont'd)	2033 (Cont'd)	2034 (Cont'd)
Big Sur Dr (LR, MJ) Asset #'s: 34331, 33994	8680 South (LR, N/S) Asset #'s: 35134, 34559	4500 South (LR, N/S) Asset #'s 34581, 35157	6000 South (CRN) Asset #: 32320	Center Street (CRN) Asset #: 32327
8530 South (LR, N/S) Asset #'s: 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

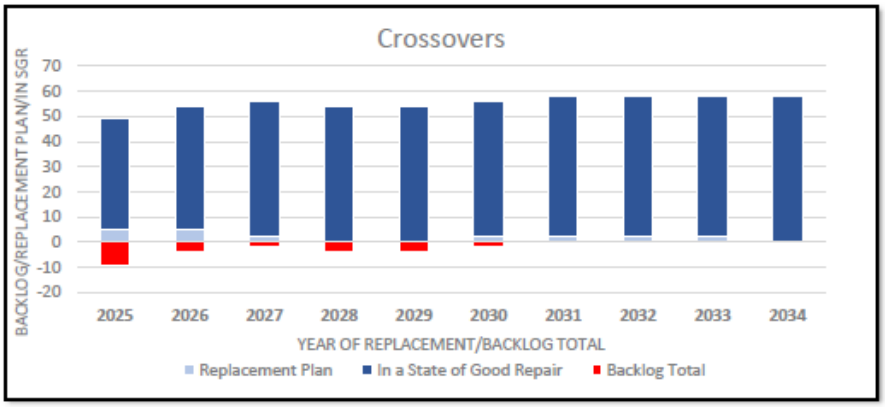
Project Code	SGR385
Project Name	Rail Rehab and Replacement
Projected 10 Year Budget:	
2025	$6,200,000.00
2026	$2,435,000.00
2027	$4,500,000.00
2028	$3,987,000.00
2029	$1,400,000.00
2030	$800,000.00
2031	$900,000.00
2032	$6,000,000.00
2033	$900,000.00
2034	$900,000.00
Total Budget	**$28,022,000.00**

Target Backlog %	10%
Total Crossovers (EA)	58
Direct Fixation (LF)	9,839
Ballasted Curve (LF)	600,337
Embedded Curve (LF)	49,076

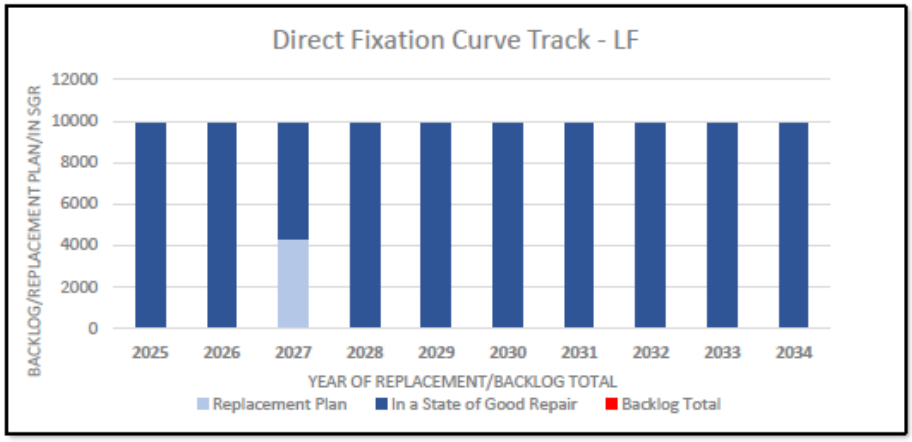
General Project Description:

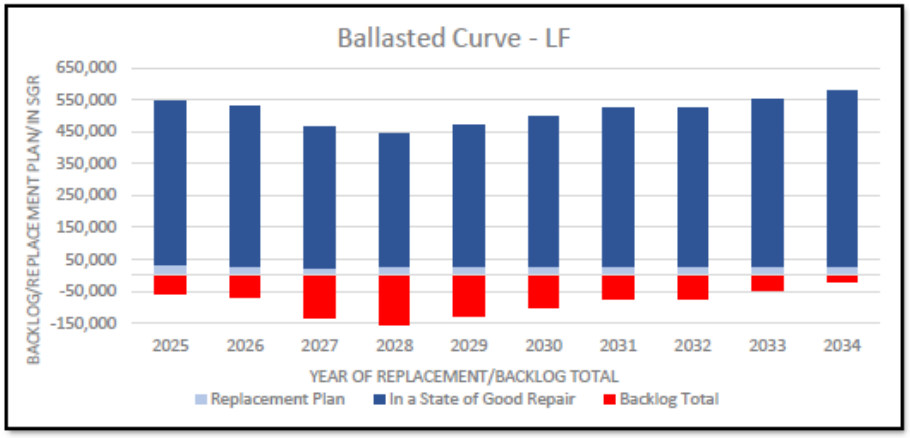
This project will cover the replacement of crossovers in both embedded and ballasted track areas on the light rail and commuter rail right-of-way. During the 10 year time period, two embedded diamond crossovers, two ballasted diamond crossover, thirteen ballasted single crossover, and four embedded single 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.

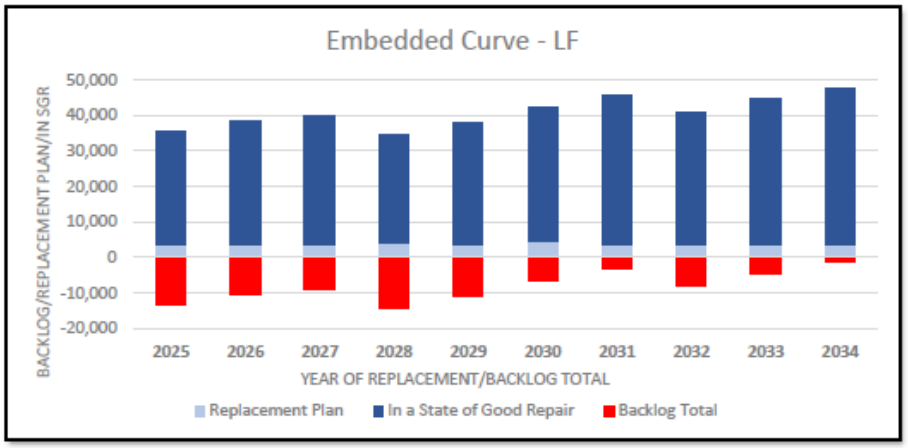
This project will also cover the replacement of three types of curved tracks: direction fixation, ballasted, and embedded. The amount will be based on linear feet from curves in the SGR backlog. Due to the radius of these curves, some of them may not require replacement upon inspection. As data is collected 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

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

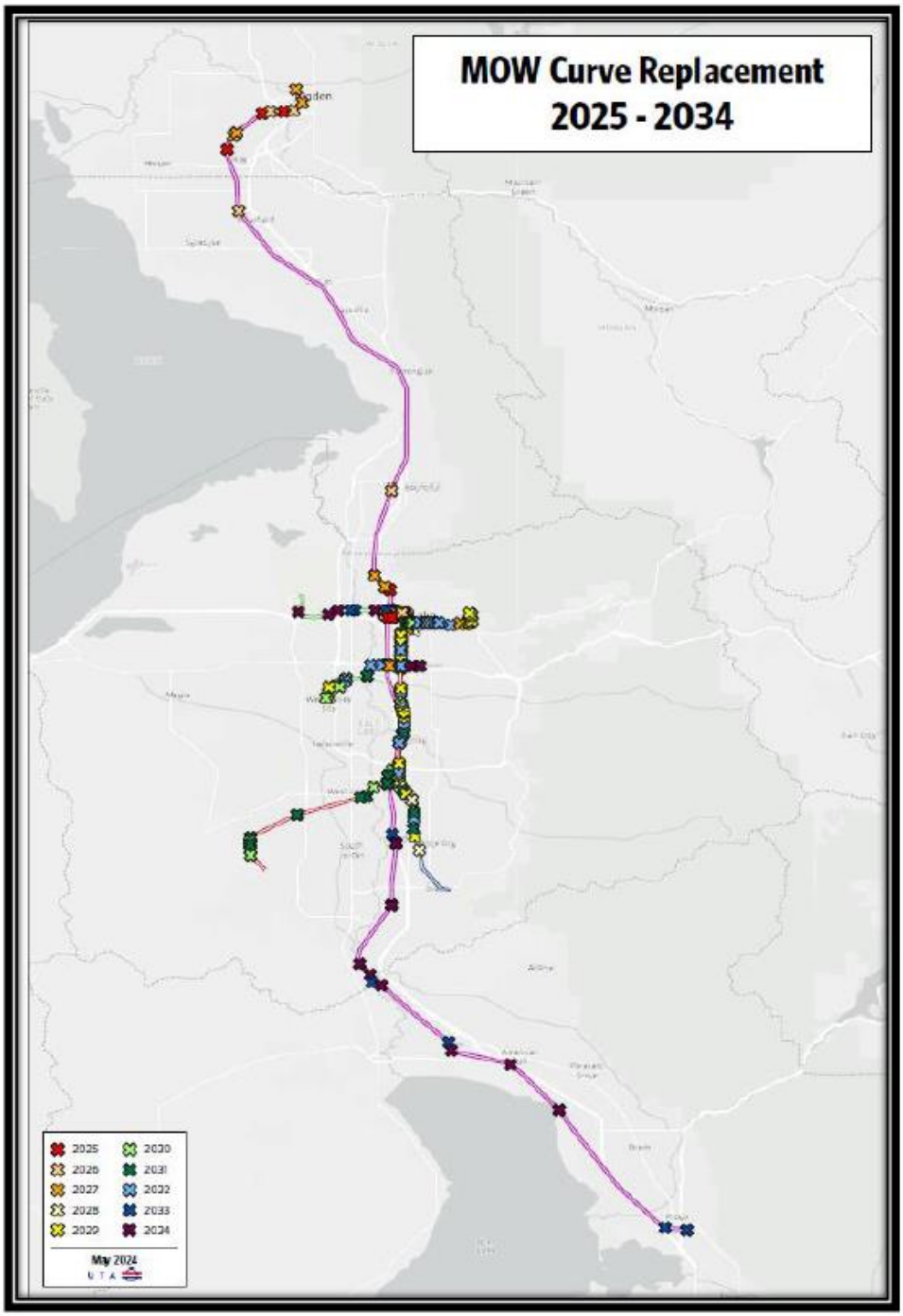
Total Assets	49,076	Embedded Curve - LF

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

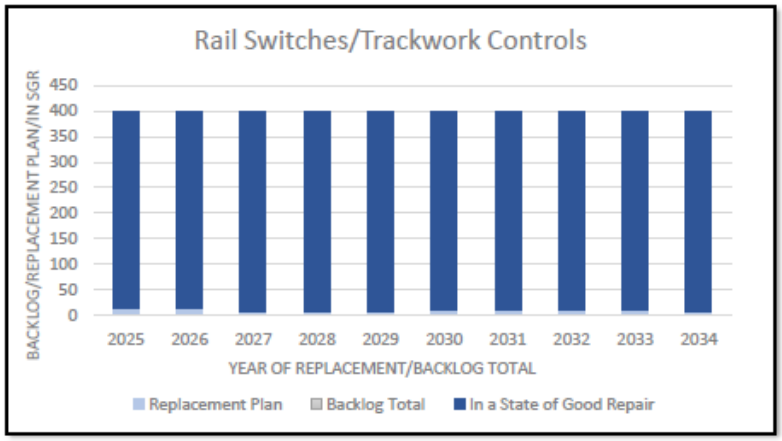
Projected 10 Year Budget:

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

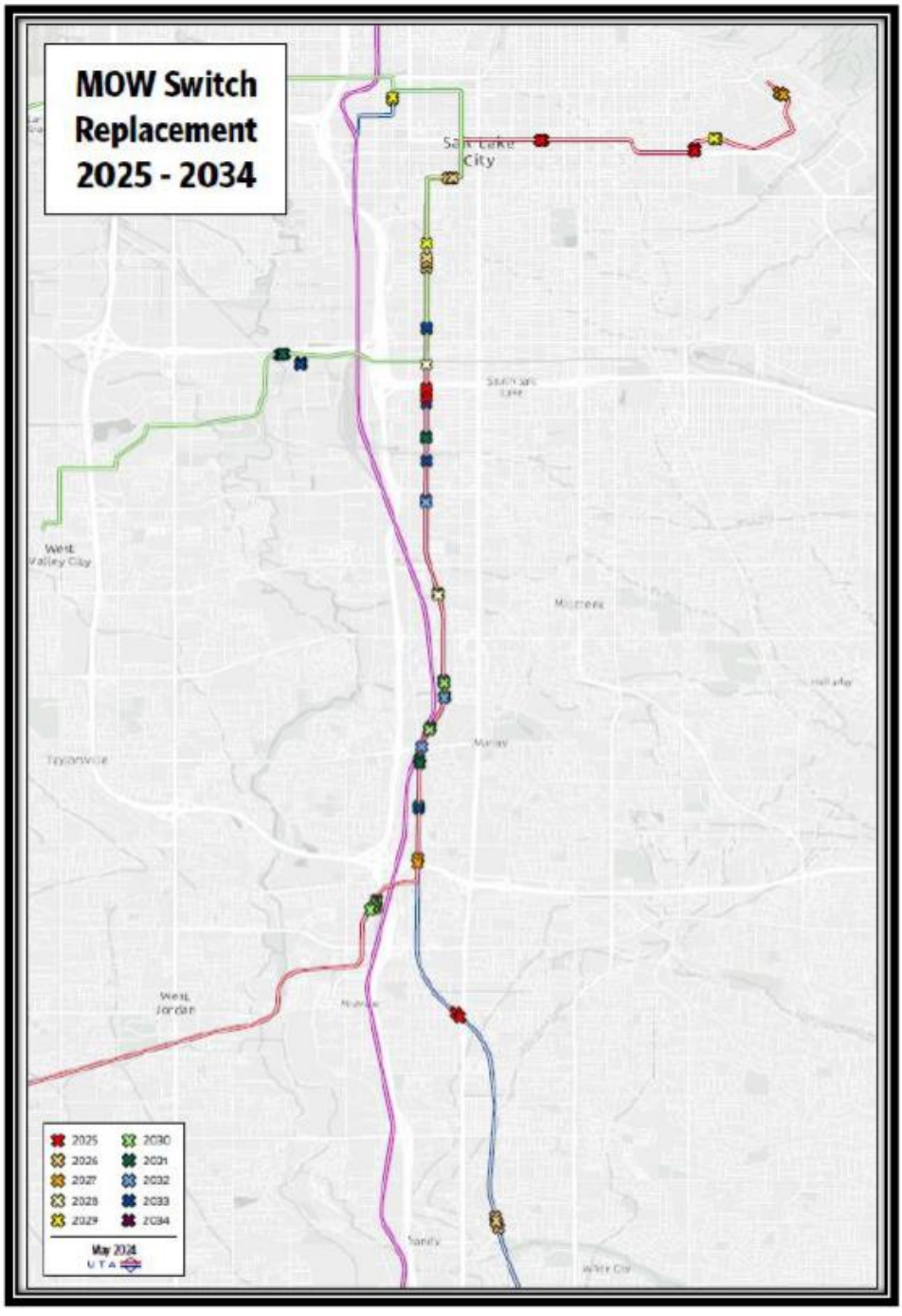
Total Assets	399

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



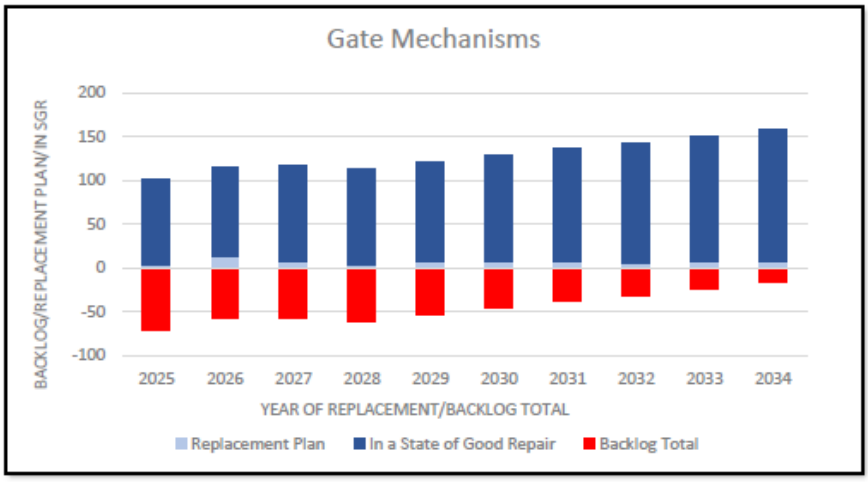
UTA MOW 10-YEAR REPLACEMENT PLAN

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**		

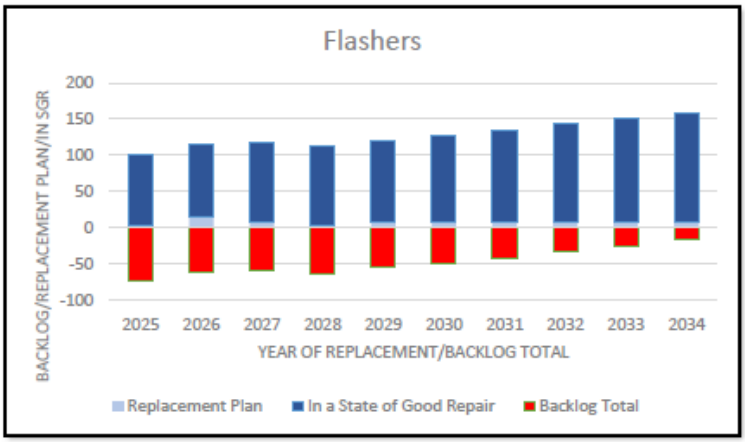
General Project Description:

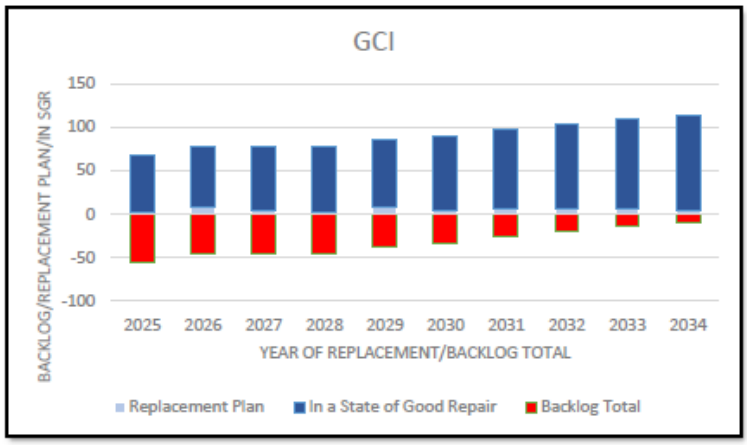
This project will cover the replacement of gate mechanisms, flashers, and grade crossing indicators (GCI) at light rail grade crossings. This will consist of a complete change to gate mechanisms, not preventative or reactive maintenance occuring at these crossings as parts fail. Other components that 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.

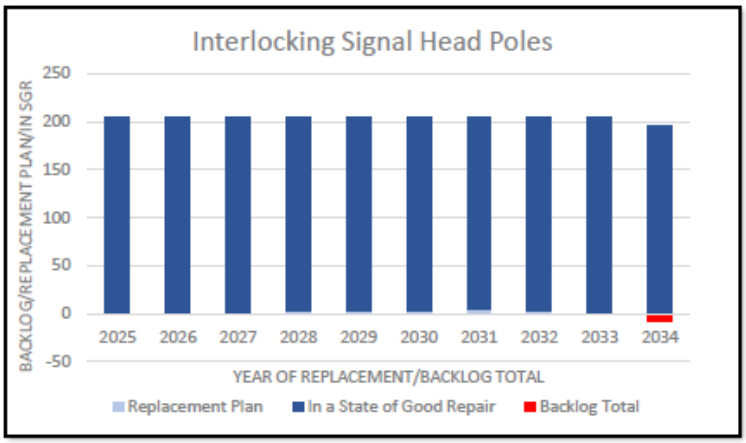
In the years 2028 - 2032 there will be 19 signal head poles that will be on the SGR backlog. The replacement cycle for these will start in 2028 at an average of 2 a year with the exception of 2031 with 4 being replaced.During the replacement of interlockings, supporting system budget has been added to 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			

UTA MOW 10-YEAR REPLACEMENT PLAN

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

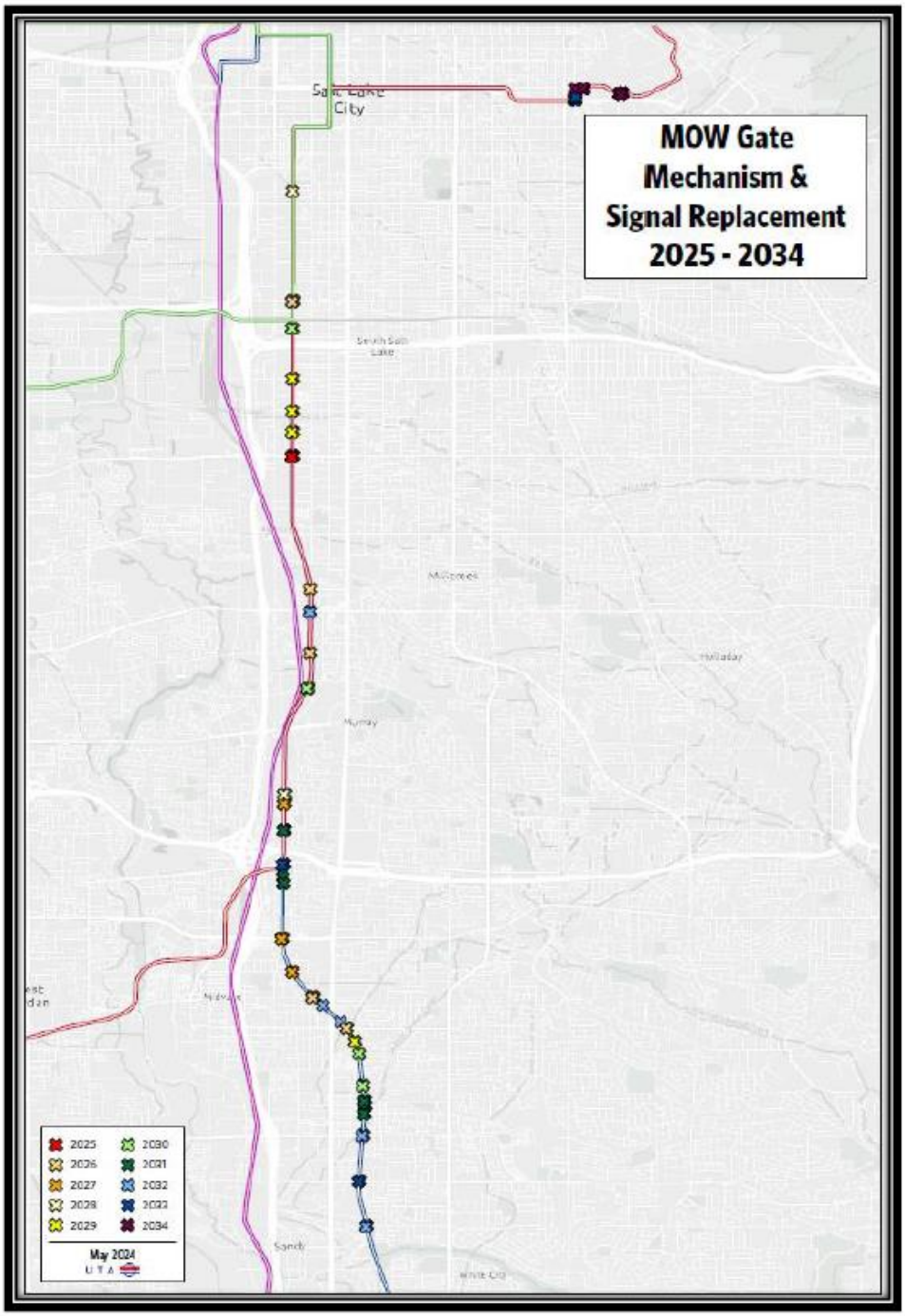
UTA MOW 10-YEAR REPLACEMENT PLAN

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


MOW Gate
Mechanism &
Signal Replacement
2025 - 2034
Salt Lake City
South Salt Lake
Murray
Holladay
Sandy
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
May 2024
UTA

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

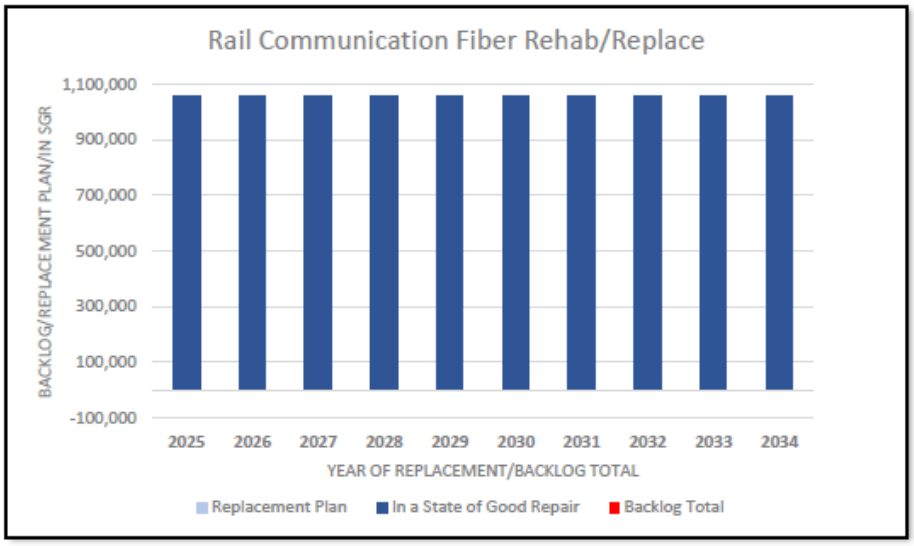
Projected 10 Year Budget:

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

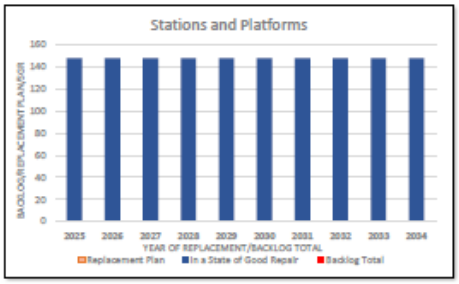
FACILITIES 10-YEAR REHAB/REPLACEMENT PLAN

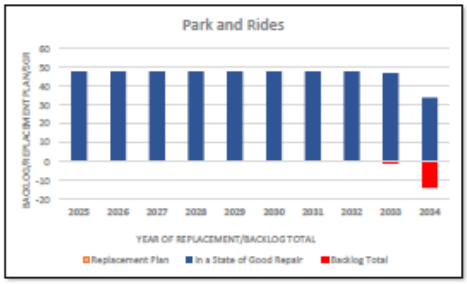
Years 2025 - 2034

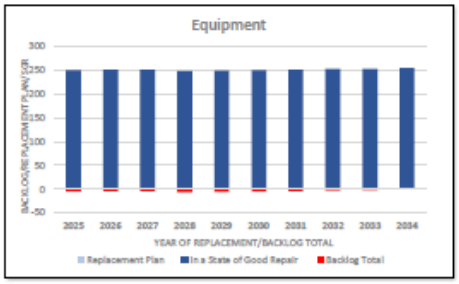
General Descriptions

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

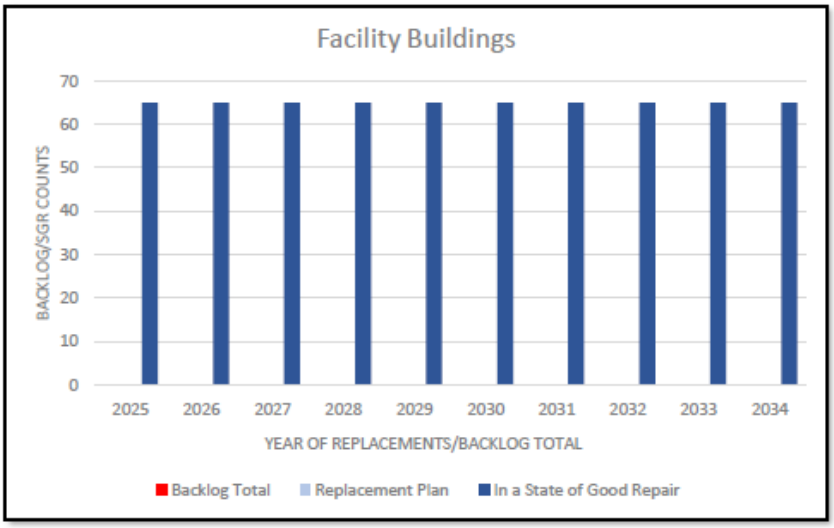
Project Code	FMA653	**Facility Buildings**	65
Project Name	Facilities Rehab/Replacement		

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.

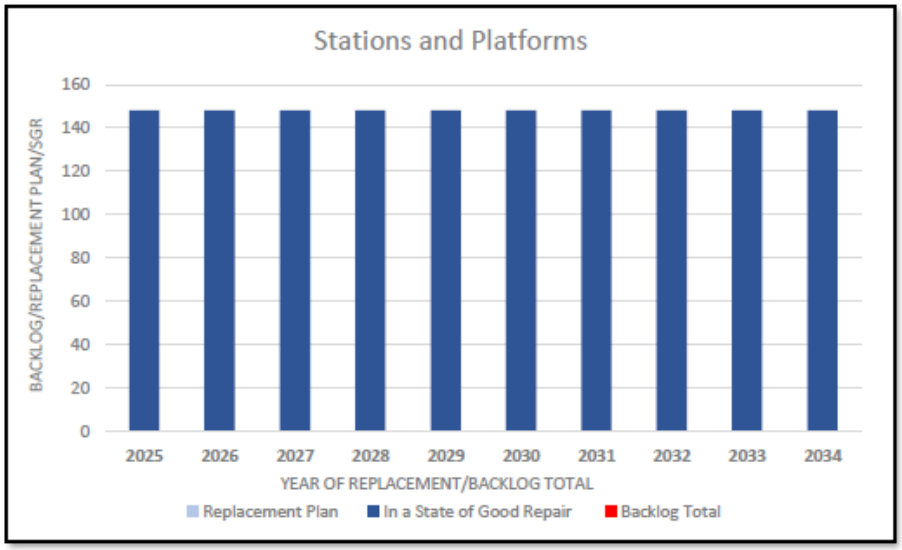
Asset	Location	Current Rating
Fire Protection System	Meadowbrook Bldg. 1 Admin	2.50
Fire Protection System	Meadowbrook Bldg. 8 Support & Body	2.50
Flooring	Timp building 1	2.50
Partition Walls	Meadowbrook Bldg. 5 bus Wash	2.80
Roof	Ogden Bldg. 1 Operations	2.75
Roof	Ogden Bldg. 3 Maintenance	2.75
Roof	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

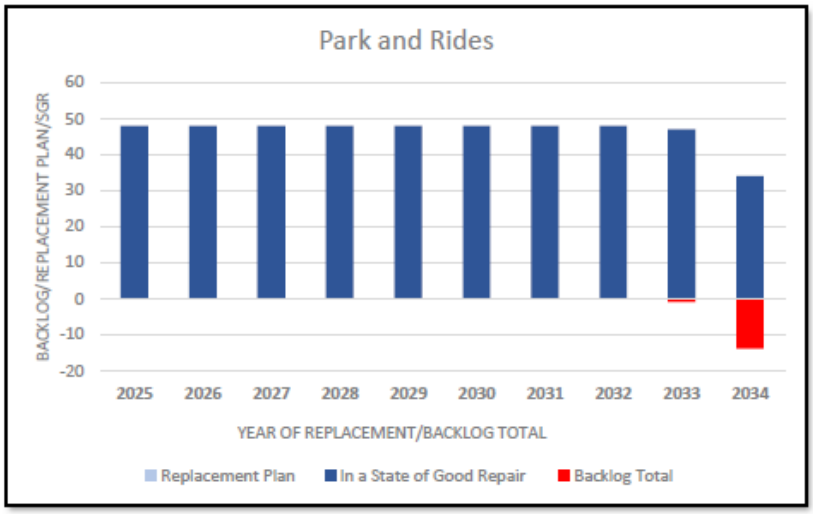
Project Code	FMA672	**Total P&R**	48
Project Name	Park & Ride Rehab/Replacement		

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

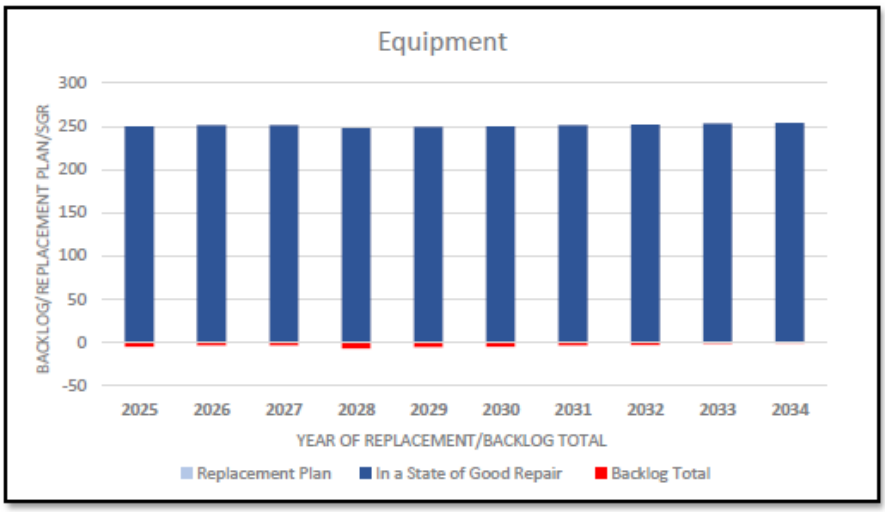
Project Code	FMA652	**Total Equipment**	255
Project Name	Equipment Managed Reserve	**Target Backlog**	10%

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

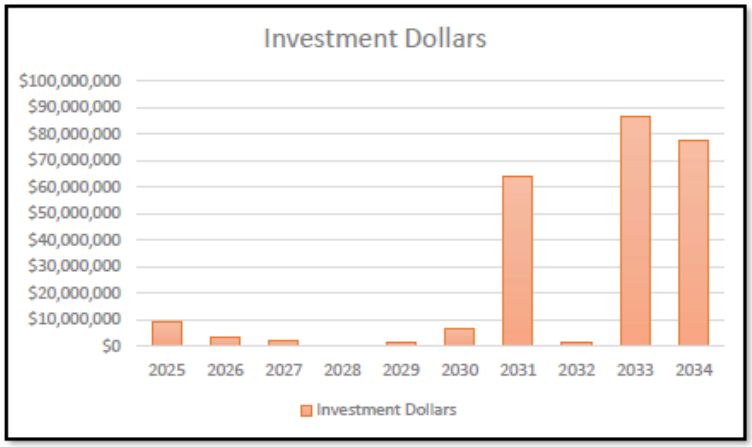
Year	Replacement Plan	Backlog Total	In a State of Good Repair (Including Replacement Plan)	In a State of Good Repair
2025	1	5	250	249
2026	1	4	251	250
2027	1	4	251	250
2028	1	7	248	247
2029	1	6	249	248
2030	1	5	250	249
2031	1	4	251	250
2032	1	3	252	251
2033	1	2	253	252
2034	1	1	254	253

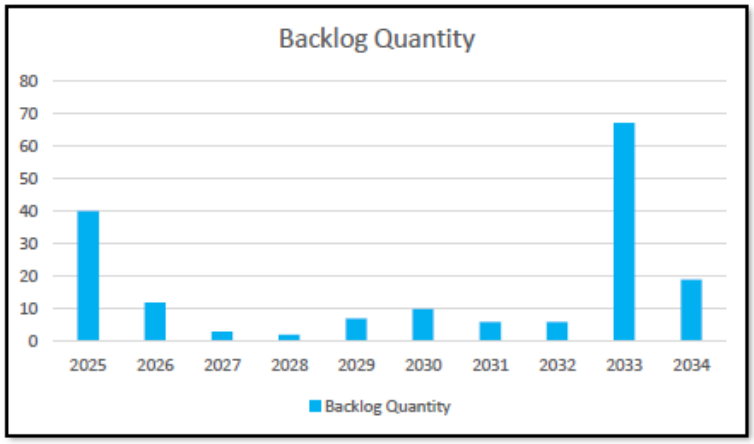
Equipment

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

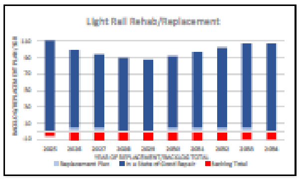
Years 2025 -2034

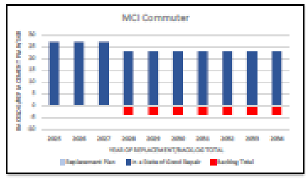
General Description

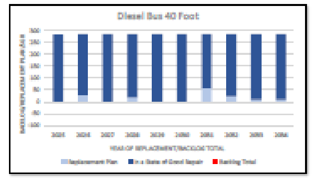
This is a high level overview of the budget for the 10-Year Revenue Vehicle Rehab and Replacement Plan. Each project displays the money budgeted for individual years during the 10 year plan. The budget numbers for years 2025 - 2028 were derived from the UTA 5-Year Capital Plan. The budget numbers for years 2029 - 2034 were gathered by using the 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 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.

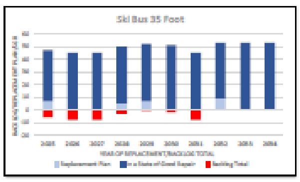
	Project Name							
Year	Comet Car Replacement REV232	CR Veh Rehab & Replacement SGR391	Commuter Rail Engine Overhaul SGR353	Light Rail Vehicle Rehab SGR040	S70/S160 LRV Replacement MSP102	Bus Replacement REV211	Paratransit Vehicle Replacement REV209	Vanpool Replacement REV212
2025		$3,750,000.00	$0.00	$11,000,000.00	$36,000,000.00	$80,000,000.00	$4,850,000.00	$1,716,000.00
2026		$3,750,000.00	$0.00	$9,000,000.00	$36,000,000.00	$80,000,000.00	$4,990,000.00	$1,757,000.00
2027		$3,750,000.00	$0.00	$9,000,000.00	$37,900,000.00	$80,000,000.00	$5,780,000.00	$1,800,000.00
2028		$3,750,000.00	$0.00	$9,000,000.00	$120,000,000.00	$80,000,000.00	$5,967,000.00	$1,843,000.00
2029		$0.00	$0.00	$9,000,000.00	$0.00	$61,790,685.00	$0.00	$0.00
2030		$0.00	$1,650,000.00	$9,000,000.00	$0.00	$10,224,740.00	$0.00	$100,000.00
2031		$0.00	$1,710,000.00	$9,000,000.00	$0.00	$65,127,508.00	$0.00	$5,272,000.00
2032		$0.00	$1,775,000.00	$9,000,000.00	$0.00	$28,518,252.00	$1,908,000.00	$5,000,000.00
2033		$0.00	$1,830,000.00	$9,000,000.00	$0.00	$15,967,708.00	$0.00	$0.00
2034		$0.00	$0.00	$9,000,000.00	$0.00	$34,494,806.00	$0.00	$0.00
Total		**$15,000,000.00**	**$6,965,000.00**	**$92,000,000.00**	**$229,900,000.00**	**$616,124,496.00**	**$22,492,000.00**	**$17,488,000.00**

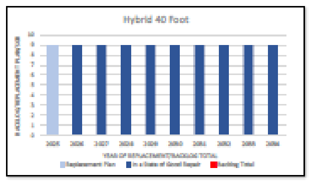
SGR Backlog Charts For Revenue Vehicles

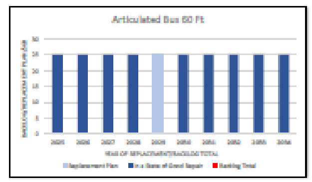


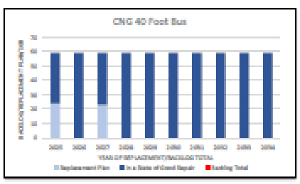


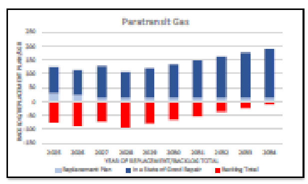


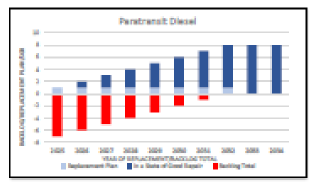


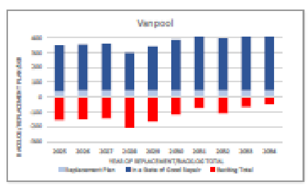












UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

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

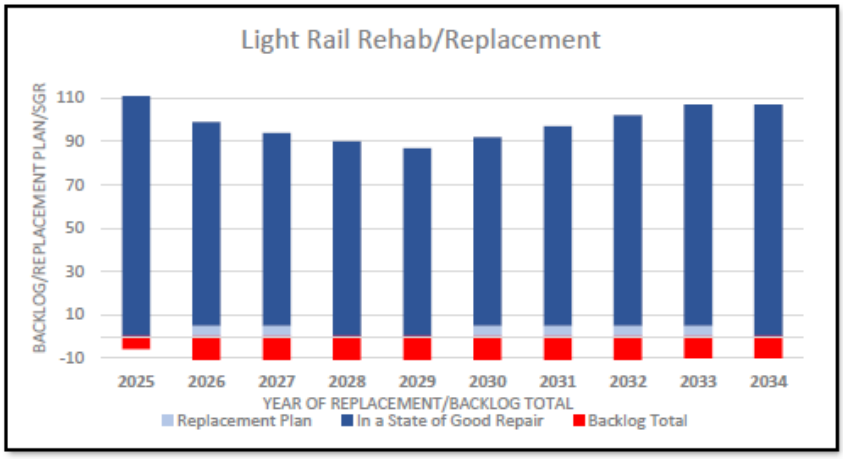
Projected 10 Year Budget:

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

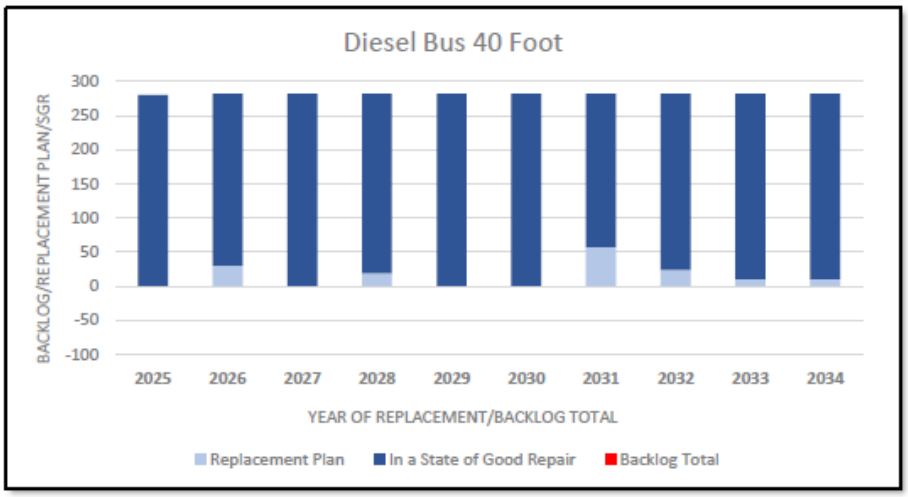
UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

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**

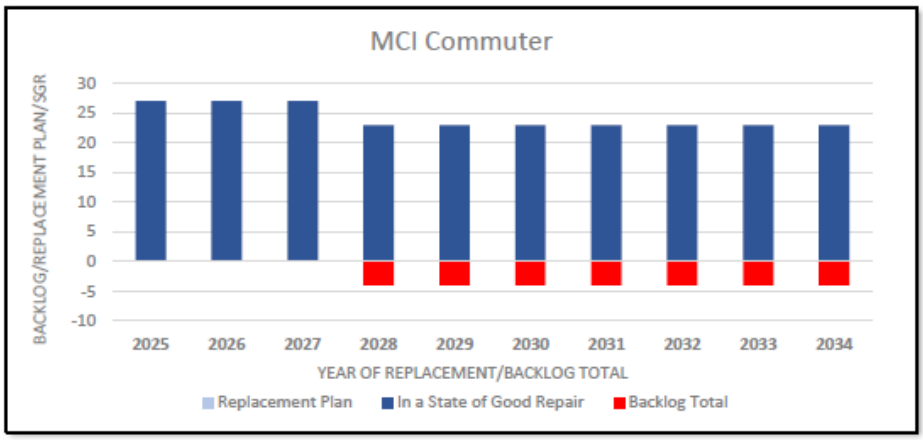
Diesel Bus 40 FT	282
MCI Commuter	27
Hybrid 40 FT	9
Ski Bus 35 FT	53
Articulated Bus 60 FT	25
CNG 40 Foot	59
Electric Bus 40 FT	36
Target Backlog %	10%

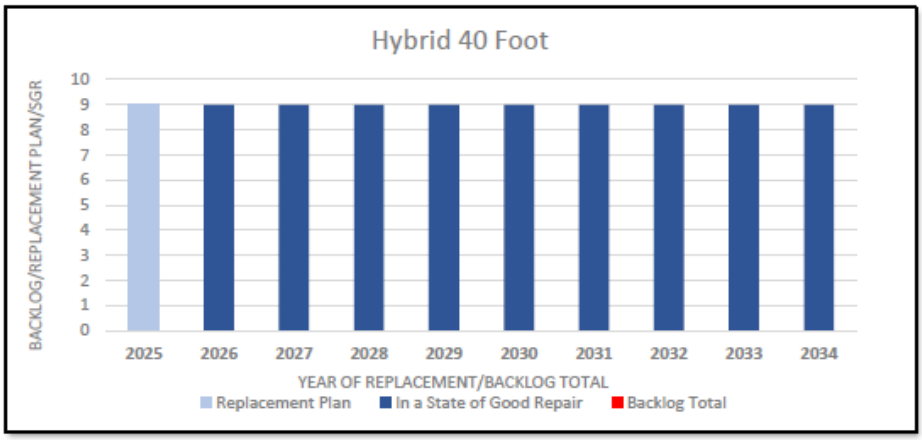
General Project Description

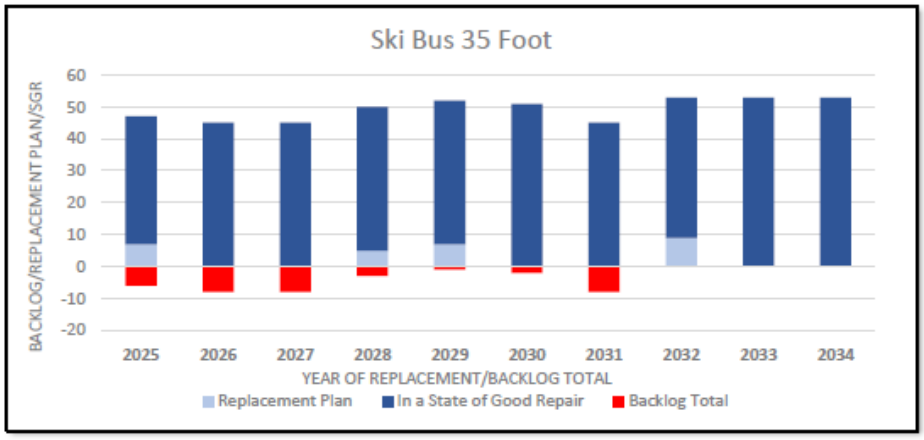
This project will cover the replacement of different types of buses. The buses included in this project are Diesel Bus 40 Foot, MCI Commuter, Hybrid 40 Foot Bus, Ski Bus 35 Foot, Articulated Bus 60 Foot, and CNG 40 Foot Bus. The budget numbers for years 2025 - 2028 were derived from the 5 Year Capital 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.



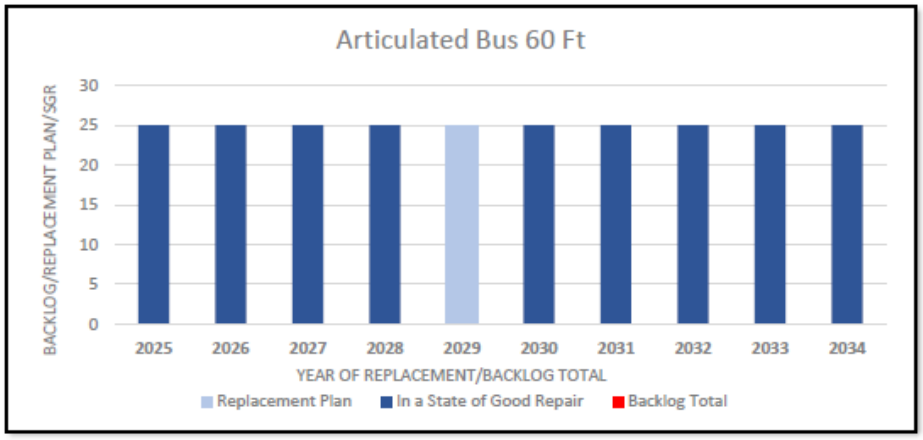
UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN

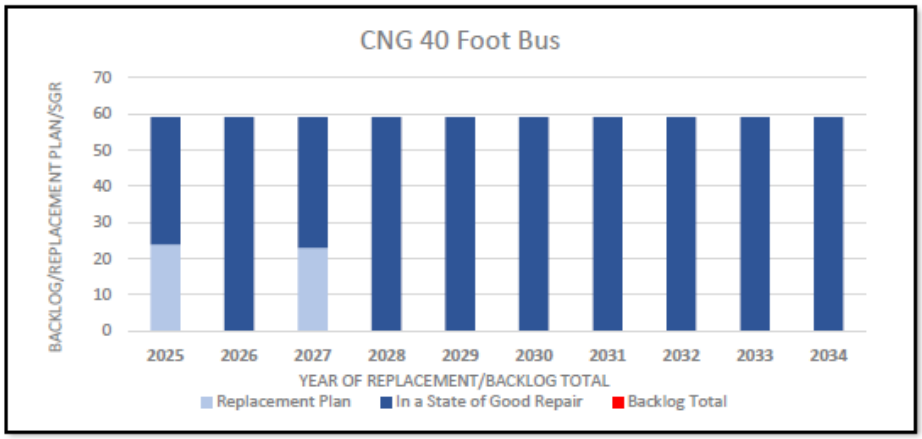






UTA 10-YEAR REVENUE VEHICLE REHAB/REPLACEMENT PLAN





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

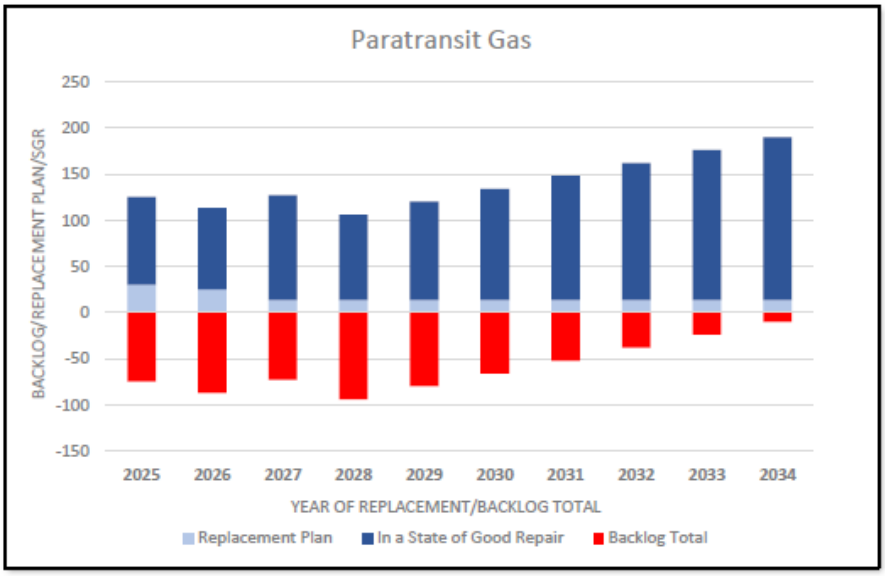
Backlog Year	Replacement Year	Name	Unit Number	Status
2026	2025	CNG Bus 40 Foot	13035	Active
2026	2025	CNG Bus 40 Foot	13036	Active
2026	2025	CNG Bus 40 Foot	13037	Active
2026	2025	CNG Bus 40 Foot	13038	Active
2026	2025	CNG Bus 40 Foot	13039	Active
2026	2025	CNG Bus 40 Foot	13040	Active
2026	2025	CNG 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

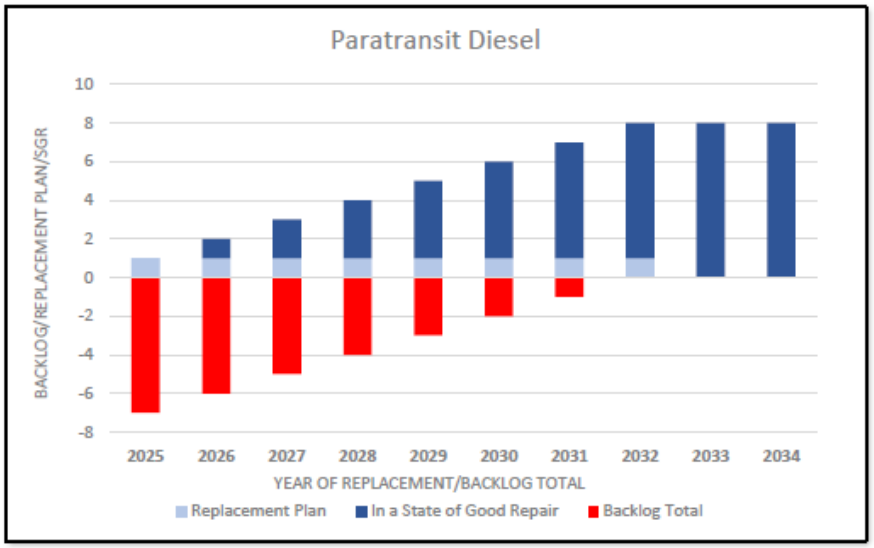
Project Code	REV209	**Paratransit Gas**	200
Project Name	Paratransit Vehicle Replacement	**Paratransit Diesel**	8
Projected 10 Year Budget:			
2025	$4,851,000	**Target Backlog %**	10%
2026	$3,961,000		
2027	$5,780,000		
2028	$5,967,000		
2029	$0		
2030	$0		
2031	$0		
2032	$1,933,000		
2033	$0		
2034	$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

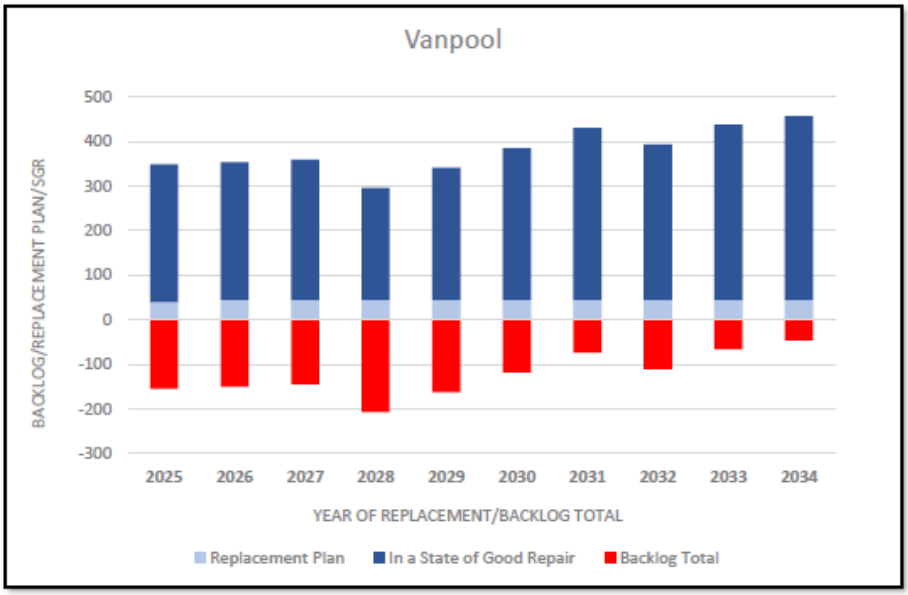
Project Code	REV232	**Vanpool**	504
Project Name	Vanpool Replacement	**Target Backlog %**	10%

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

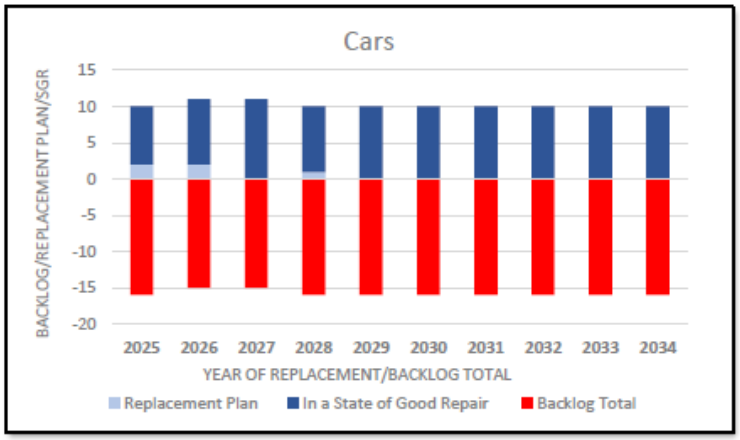
Years 2025 - 2034

10-YEAR NON-REVENUE SERVICE VEHICLE PLAN

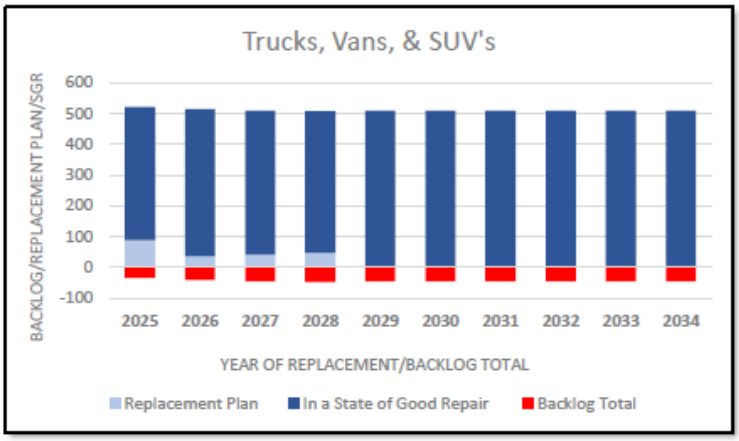
Project Code	REV205	**Non - Rev Vehicles**	**Total**
Project Name	Non - Rev Service Vehicle Replace	**Van/Car**	26
Projected 10 Year Budget:		**Trucks**	555
2025	$5,000,000.00	**Specialty**	111
2026	$3,000,000.00		
2027	$3,000,000.00	**Target Backlog**	10%
2028	$3,000,000.00		
2029	$1,900,000.00		
2030	$0.00		
2031	$3,262,975.00		
2032	$0.00		
2033	$0.00		
2034	$0.00		
Total Budget	**$19,162,975.00**		

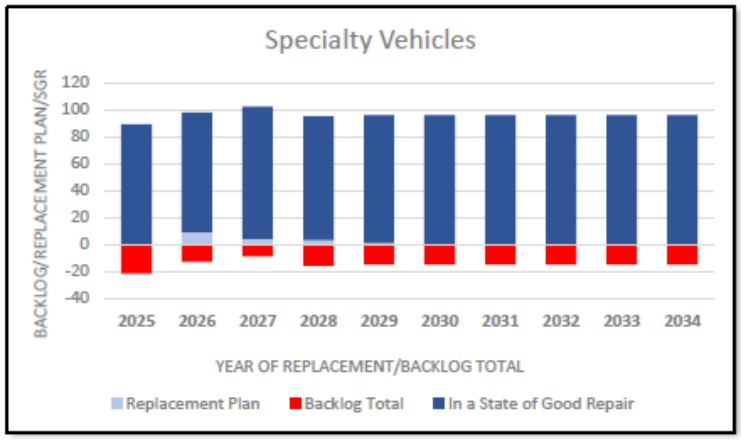
General Project Description:

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 Separators, 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

Inspector	Date of Inspection	Facility Type	Unit #	Asset #	Location:	64 (1/37) Canopy Foundation	65 (8) Station Deck	66 (N) Station Tactile	67 (11) Station Benches	68 (N) Canopy Handrails	69 (3/6/7) Canopy Glass	70 (5/9) Canopy Roof	71 (13/42) High Block/ADA Access	72 (12/36) Elevators & Escalators	73 (14) Exterior Stairs	74 (15) Drains, Fixtures, Pipes/Valves	75 (16/17) Equipment (Heating, AC, Ventilation/Air Handling & Controls)	76 (18) Wet/Dry Systems, Controls & Emergency Systems	77 (19/43) Service, Panels, Wiring & Outlets/Switches	78 (20) Security & Data/Comm	79 (21) Emergency Systems (Generator, UPS)	80 (44/38) Sidewalks/Bus/Dropoff/Concrete	81 (41) Snow Melt (if equipped)	82 (33/35) Lighting (Platform & Parking)	83 (N) Parking lot Surface: Striping	84 (30/34) Parking lot Surface: Asphalt	85 (29/40) Drainage/Storm Drains	86 (32) Fencing	87 (31) Landscaping & Grounds	88 (39) Plumbing (Irrigation)	89 (22) Air Compressors, Sump Pumps & Ejectors	Column1 Doors (Exterior & Interior)	Column2 Stairs (Exterior & Interior)	Total Condition Score
						Stations & Canopies								Conveyance		Plumbing	HVAC	Fire Protection System	Electrical			Site										Misc.		
	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	2.85				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	Commuter Rail Stations	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		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	4.00	3.00	4.00				3.91
	New 2022		1001500	51779	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	52152	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						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	Blue Line Intermodal Hub Light Rail Stations	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	2.82			2.82
clmecham	8/1/2022		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	2.86			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	51959	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				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	Blue Line North/South	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		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	Drain, 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/Light Rail 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	
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)	Column1	Column2	Total Condition Score
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				3.00						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				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 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)	Wet/Dry Systems, Controls & Emergency Systems	Service, Panels, Wiring & Outlets/Switches	Security & Data/Comm	Emergency Systems (Generator, UPS)	Sidewalks/Bus/Dropoff/Concourse	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)	Stairs (Exterior & Interior)	
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 (13/42)	72 (12/36)	73 (14)	74 (15)	75 (16/17)	76 (18)	77 (19/43)	78 (20)	79 (21)	80 (44/38)	81 (41)	82 (33/35)	83 (N)	84 (30/34)	85 (29/40)	86 (32)	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		640751	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
	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 592 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	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. Collage 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 Tool Bo	Station Benches	Canopy Handrails	Canopy Glass	Canopy Roof	High Mast/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/Ped/Trails/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)	HV Compressors, Sump Pumps & Ejectors	Doors (Exterior & Interior	Stairs (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, Drain System)	Skylights	Partition Walls	Flooring	Ceilings	Interior Doors	Furnishings	Elevators	Exterior Stairs	Interior Stairs	Drains, Fixtures, Pipes/Valves	Equipment (Heating, AC, Ventilation/Air Handling & Controls)	Distribution Systems	Wet/Dry Systems, Controls & Emergency Systems	Service, Panels, Wiring & Outlets/Switches	Security & Entry/Access	Emergency Systems (Generator, UPS)	Air Compressors, Sump Pumps & Ejectors	Maintenance Bays (General)	Bay Doors	Wastewater Treatment (Sand, Interceptor, Oil/Water Separators, Water Treatment)	Paint Booth	Fluid Systems/Fluid Distribution	Cranes	Roof/Substructure	Drainage	Building Structure	Walls/Frame/Masonry	Bay Doors	Brushes	Tanks	Pumps	Water Lines	High Pressure Nozzles	Undercarriage/Blow-down/Cleaning Equipment	Lighting	Blowers (Vehicle Dryer)	Dryer	Vehicle Conveyors	Roof/Substructure	Drainage	Structure/Roof	Walls/Frame/Masonry	Bay Doors	Bollards	Fuel Tanks	Fuel Pumps, Fuel Lines	Lighting/Electrical	Safety Systems	Scrubbing Systems (including "[illegible]")	Fencing	Storm Water System	Pavement (Roadways/Driveways, Transit Vehicles, Nonrevenue Vehicle Parking)	Landscaping & Grounds	Fencing	Lighting	Parking Lot Surface	ADA Access & Equipment	Sidewalks	
Inspector	Date of Inspection	Unit #	Asset #	Location	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	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																																						4.0	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	3.5	3.0	3.0																																																		3.45
rowilson	4/25/2023 10:11 AM	120004	103	Meadowbrook - Fare 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		3.3	3.6	4.0	3.0	4.0	3.5	4.0	3.5	4.8	4.0	3.5			3.5																													3.5	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		4.0		3.0	3.5			4.0																	3.0	3.0	5.0		3.0	4.0	4.0	4.0	5.0	4.0	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										3.0	3.5	3.0	3.0	3.3	4.0	4.0	4.0	3.0	4.5	3.0	5.0	3.0	3.0																							3.42
rowilson	5/17/2023 7:53 AM	160000	53	Meadowbrook Bldg. 6 Canopies	4.0				3.0										3.0				3.5																																						3.0	3.0	3.0	4.0	3.5	3.0			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			3.0																																															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																																					4.0	3.0	3.5	4.0	4.0	3.0	4.0	4.0	3.71
rowilson	5/9/2022 12:51 PM	180000	64	Meadowbrook Bldg. 8 Support & Body	3.0	3.50	3.50	2.60	4.75	2.75	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
jjohnson	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
jjohnson	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	4.0			4.00
jjohnson	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	3.0																																															3.00
jjohnson	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	3.0	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
jjohnson	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	3.0																																													3.36
jjohnson	6/1/2023 10:42 AM	250000	98	Timpanogos Bldg. 5 Canopies	4.0				3.0										3.0				3.0	3.0																																					3.0	3.0			3.0	3.0			3.11
jjohnson	6/1/2023 10:57 AM	260100	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	4.0	4.0		3.0	4.0	3.5																																										3.85
jjohnson	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	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		3.98
jjohnson	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	3.0	4.0	3.0	4.0	3.0	3.0	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		3.0	4.0	4.0				3.85
jjohnson	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	4.0	4.0	3.0	4.0	4.0				3.92
dmecham	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	2.78
dmecham	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	2.8	2.8	2.8																																							2.8						2.8	2.81
dmecham	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	2.9			2.8	2.7			2.8																	2.8	2.9	2.8		2.7	2.9	2.8	2.8	2.8	2.8			2.8	2.8							2.76
dmecham	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	2.8	2.8		2.9		2.8	2.7	2.8	2.8	2.8	2.8	3.0	2.7	2.8	2.5	2.8		2.8	2.8	2.7	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
dmecham	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
dmecham	9/22/2022 1:59 PM	360000	25033	Ogden Intermodal Transit Center	2.9	2.8	2.9	2.8	2.6			2.8	2.8	2.8	2.8	2.8	2.9		2.9	2.8	2.8	2.9	2.8	2.9																																						2.9	2.9	2.7	2.8	2.9	2.8	3.0	2.9	2.82
dmecham	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	2.6	2.5	2.8		2.5	2.5	2.5	2.8	2.6	2.6																																						2.5	2.9			3.0	2.6	3.1		2.78
dmecham	7/22/2022 8:39 AM	420000	115	Central Bldg. 2 Fares	2.6	2.7		2.7	2.8			2.9	2.7		2.6					2.6	2.6	2.8	2.7	2.7																																						2.7	3.0			2.7			2.7	2.72
dmecham	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	2.4	2.5	2.7	2.7	2.5	2.5	2.4	2.5	2.4		2.5	2.5	2.4	2.5	2.5	2.5	2.4	2.8	2.4	2.4	2.8	2.5	2.5	2.7	2.5	2.5															2.6	2.5	2.9	2.6	2.9	3.0	2.5		2.60
dmecham	7/5/2022 1:51 PM	440000	118	Central Bldg. 4 Fuel Island	3.0	3.0		2.5	2.6			2.7							2.8	2.4	2.4	2.5	2.8	2.9	2.5	2.5		2.4			2.4																	2.9	3.0	2.8		2.5	2.7	2.3	2.3	2.5	2.6	2.6		2.6	2.9			3.0	3.0	2.5		2.65
dmecham	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	3.3	3.1		3.1		2.9		3.4	2.88
dmecham	7/5/2022 1:39 PM	460000	113	Central Bldg. 6 Tire Shed	3.6	3.3		3.0	2.5			3.0	3.5						2.7	2.7		3.0	2.7	2.7			2.8	2.7																																3.0	2.7		2.7	2.8	3.0	3.5		2.94
dmecham	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	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		5.0	5.0						5.0	5.0	5.0	4.0	5.0	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	4.0	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	2.8	2.3	2.5	2.0			3.8	4.0	4.0					3.0	3.0	3.0	2.0	3.0	4.0		3.0		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	3.5	3.0	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	3.00
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	3.5	3.8	3.0		3.0	3.0	3.0	3.0	3.5	3.0	3.5	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	3.5	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	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	4.0	3.5	4.0	3.5	3.5	3.0	3.0	3.0	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	3.0	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	2.8	3.0	3.0	3.0	3.0		3.5																																				3.0	3.0	2.8		3.8	3.0	3.5	3.0	3.09
jjohnson	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																									3.0						4.0	4.0	4.0	4.0					4.0		4.0		3.88
jjohnson	10/6/2022 10:33 AM	616000	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	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	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.03
jjohnson	10/6/2022 10:51 AM	616500	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			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			3.06
jjohnson	10/10/2022 1:05 PM	1001716	41969	Provo IMC Pllice 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	4.0	4.00
jjohnson	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		4.0	4.0	4.00
dmecham	7/22/2022 9:16 AM	730000	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		3.0	2.95
dmecham	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						3.5	4.0	4.0	3.6	3.5	3.0	3.0	3.0	3.5	3.5		3.6				2.0		3.6		3.6	4.0	2.0	2.0	3.5	3.6	3.0		3.6	3.6			3.8	3.7		3.6	3.52
dmecham	7/22/2022 8:51 AM	710000	22430	SLC Intermodal Hub - Intermodal Hub for buses & Greyhou	2.8		2.7	2.6	2.8		2.7	2.7	2.7	2.8	2.7		2.7	2.7	2.6	2.6	2.7	2.8	2.8	2.7																																					2.7	2.8	2.6		2.7	2.7	2.8	2.8	2.72
dward1	4/26/2022 12:37 PM	800000	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	2.6	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	3.0	4.0	3.0	4.0	3.0	3.0	4.0		4.0			4.0											4.0		3.0	3.8	3.3	2.5	2.0	4.0	3.68
	4/28/2021	802500	28730	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	3.0	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	28731	Midvale Rail Paint	4.0	3.8		3.0	4.0		4.0	4.0	4.0	4.0	4.0				4.0	3.8	4.0	3.8	4.0	3.7		3.6		2.8	4.0	2.8																														4.0	4.0	2.6		2.5	3.0		3.6	3.60
dward1	10/13/2022 12:06 PM	800295	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	3.0	3.0	3.0			3.0	3.70
dward1	10/13/2022 12:29 PM	810000	28728	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	3.0		3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0															3.0	2.8	3.0	3.0	3.0	3.0	3.0	2.9	2.96
	4/28/2021	815000	36110	JRRSC Firehouse	3.0	3.0	4.0	3.0	3.7		3.0	3.0	2.5	3.0	2.5				2.0	3.2	3.0		3.0	2.6		3.0	3.0	2.3																																3.0	3.4	2.5	3.4	2.5	3.5		3.0	2.96
	4/27/2021	815100	36111	JRRSC OK Manufacturing	2.5	1.0	3.0	1.0	5.0	3.0	1.2	2.0	2.0	1.0	1.1	1.0	3.0	2.0	1.0	1.2	1.0	2.6	2.0	1.0																																						2.6	1.7	1.0	2.6	1.0	2.0	1.0	1.8	1.83
dmecham	7/27/2022	860000	28725	Warm Springs Rail Service Center	3.0	2.9	2.9	2.8	3.4		3.0	3.0	3.0	3.0	3.0	2.6	2.8	3.0	2.8	3.0	3.0	2.8	3.0	3.0	2.5	2.9	3.0	2.8	3.0	5.0	3.1	2.7	2.8	2.8	2.8	2.7	2.8	2.7	2.8	2.8	2.8	2.8	2.8	2.6				2.8	2.8	2.9	2.9	2.8		2.8	2.8	2.9	3.0	2.8		2.9	3.0	2.9		2.9	3.0	2.8	2.9	2.91
	4/22/2021	872500	28711	Beck Yard	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	3.0	3.0	4.0	4.0	3.0		4.0	3.85
rowilson	11/14/2022 1:40 PM	825000	42130	Semi Service Building	3.0	3.3	2.5	2.5	3.0		2.5	3.0	2.3	2.5			2.5		2.5	2.6	3.0	3.0	2.5			2.5	3.0	2.5		2.5																														3.0	2.5	2.5	3.0	2.0	2.3			2.66
rowilson	10/28/2022 11:39 AM	120003	8086	MB Security Bldg	3.0	3.0	3.0	3.5	3.0		3.0	3.0	3.0							2.0			3.0																																									3.0				2.95
dmecham	11/16/2022 2:17 PM	740006	9310	SLC Kiosk	3.0	2.7	3.0	3.0	3.0				3.0		3.0					3.0			3.0	3.0																																						3.0			3.0				2.98
jjohnson	11/21/2022 2:54 PM	646007	52151	MIDVALE FT UNION BLDG				1.0	1.0		1.0	1.0	1.0	1.0			1.0	1.0	1.0	1.0	1.0																																															1.00
jjohnson	6/1/2023 11:01 AM	250002	57118	New Timp Sign Out Building	4.0	4.0	4.0	4.0	4.0		4.0	3.0	4.0							3.0		4.0	4.0	4.0																																					4.0				4.0		4.0	4.0	3.88
jjohnson	10/4/2022 10:43 AM	900000	23609	Front Line Headquarters	3.0	3.0	3.0	3.0	4.0		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	4.0	3.0									3.0																									3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0	3.17

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

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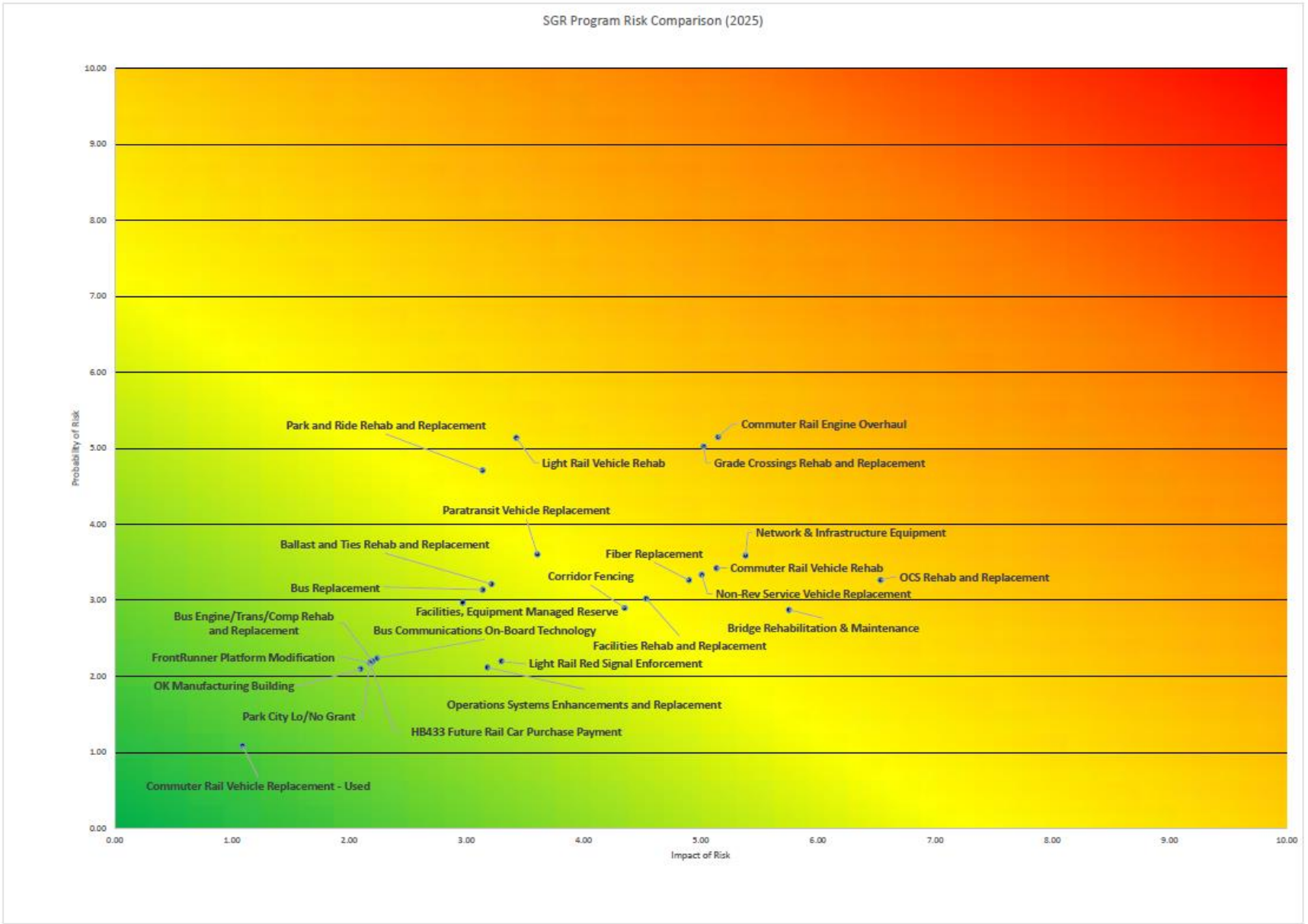
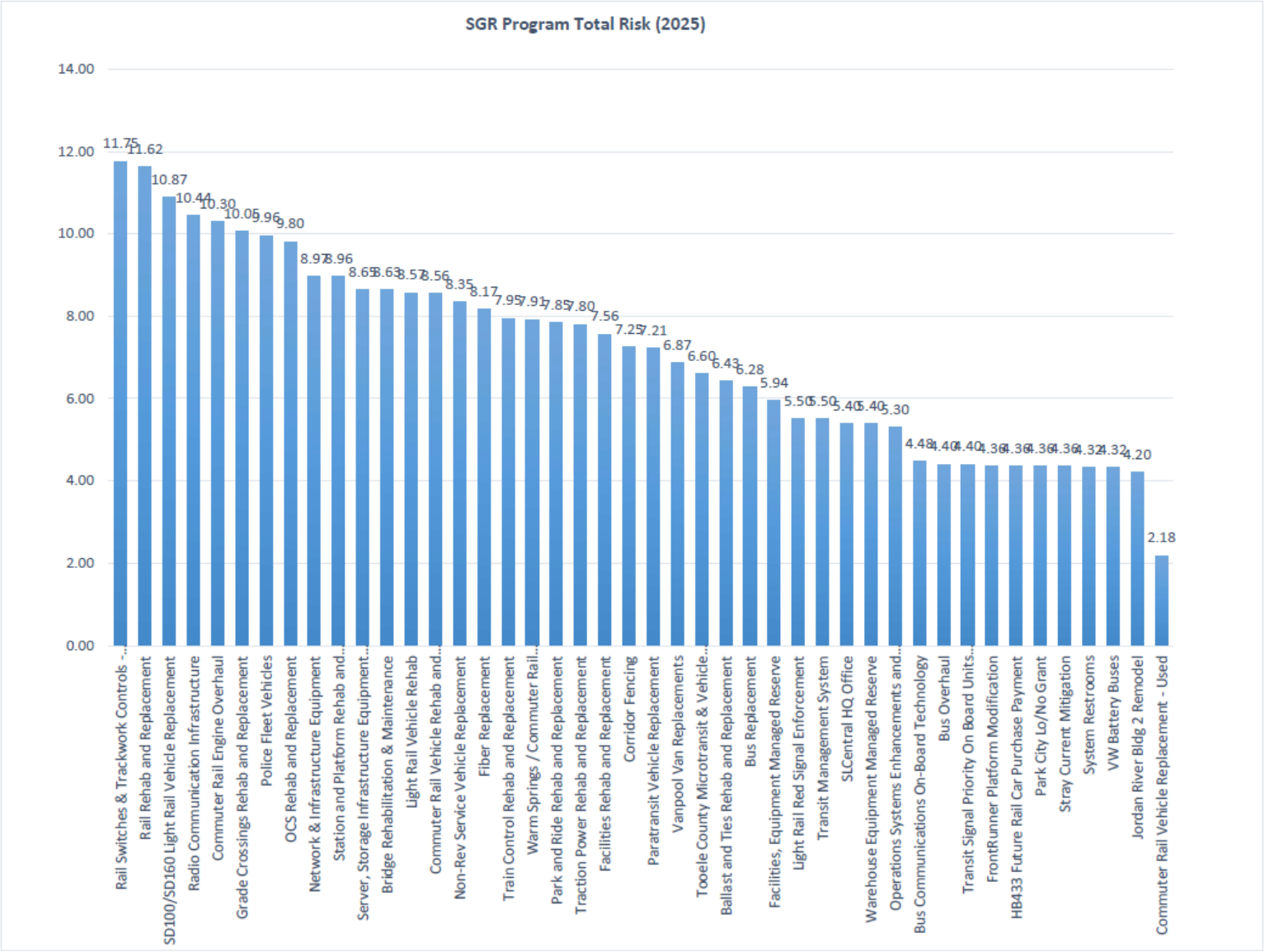
	TERM Lite Values			Prioritization Score					Correlation Factor	Risk Considerations		Graph Values		
Project Name	Priority Score Min	Priority Score Max	Priority Score Average	Public Safety	Operational Schedule/ Performance	Quality of Life / Accessibility, Strategy	Customer Experience	Overall Priority Score	`(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	-	-

2024-2028 Total Budget Details

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

2024 Capital Budget Details

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

2024 Capital Budget Details

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

2024 Capital Budget Details

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	-

2024 Capital Budget Details

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

2024 Capital Budget Details

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	$ -	$ -

2025 Capital Budget Details

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

2025 Capital Budget Details

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

2025 Capital Budget Details

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	$ -	$ -	$ -	$ -	$ -	$ -	$ -

2025 Capital Budget Details

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

2025 Capital Budget Details

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	$ -	$ -	$ -

2026 Capital Budget Details

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

2026 Capital Budget Details

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	-	-	-	-	-	-	-

2027 Capital Budget Details

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

2027 Capital Budget Details

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	-	-	-	-	-	-	-

2027 Capital Budget Details

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	-	-	-	-	-	-	-

2027 Capital Budget Details

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**