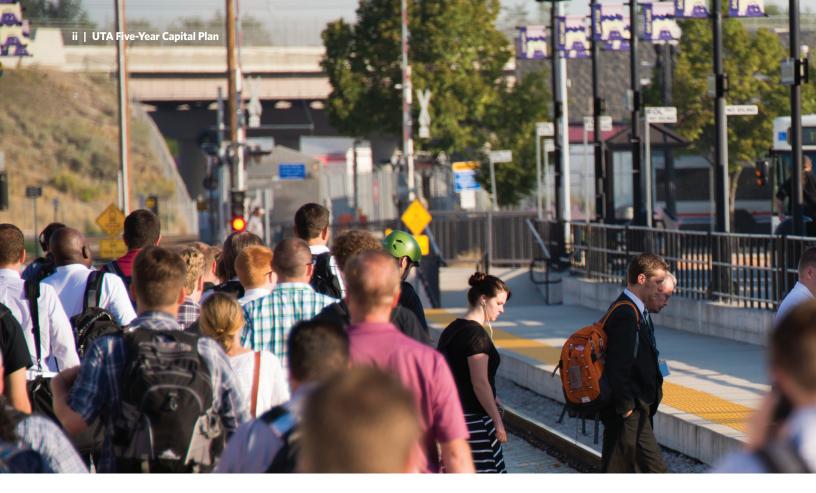


# FIVE-YEAR CAPITAL PLAN 2026-2030



#### Executive Summary

# Five-Year Capital Plan: Investing in Utah's Transit Future



VTA's 2026-2030 Five-Year Capital Plan outlines a fiscally-constrained roadmap for serving Utah's traveling public by investing in critical transit infrastructure and maintaining system assets in a state of good repair. This plan promotes longrange financial planning and responsible stewardship of public funds.

#### **PLAN PURPOSE**

This plan guides UTA's annual capital budget and ensures continuity across multi-year projects. It provides the framework for identifying and prioritizing investments that enhance safety, meet legal and regulatory requirements, and advance <a href="UTA's Strategic Plan">UTA's Strategic Plan</a>. Annual updates allow UTA to refine cost estimates, adjust project timing, and align with evolving regional priorities.



investment over five years to strengthen and expand transit infrastructure.



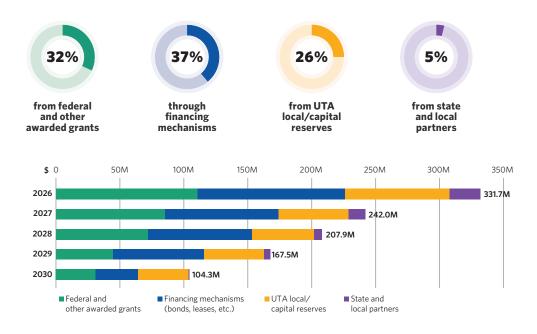
#### PLANNING AND PRIORITIZATION PROCESS

UTA's capital planning process produces a prioritized five-year project list aligned with strategic goals, legal requirements, and funding realities. Projects are proposed, reviewed, and refined to address mobility, safety, and State of Good Repair needs while ensuring alignment with long-term agency priorities and available resources. **The final plan balances immediate needs with long-term strategic goals and reflects a forward-looking investment strategy that is grounded in both practical and strategic needs.** 



#### **INVESTMENT OVERVIEW**

The 2026-2030 Plan represents **\$1.05B** in capital investment over five years, designed to maintain and expand Utah's transit infrastructure through a mix of sources:



### ANNUAL INVESTMENT HIGHLIGHTS:

- \$331.7M in 2026 (largest year of investment).
- A gradual tapering to \$104.3M by 2030 as large-scale projects reach completion.
- Capital spending is front-loaded with \$331.7 invested in 2026 to advance large-scale construction, followed by more moderate annual investments of \$242.0M-207.9M in 2027-2028, \$167.5M in 2029, and \$104.3M in 2030 as projects reach completion and focus shifts to ongoing maintenance and renewal.

#### **UTA'S CHIEF OFFICES & FUNDING ALLOCATION**



#### **CAPITAL SERVICES**

Oversees the planning, design, and construction of major projects that improve safety, expand service, maintain infrastructure, and make the most of UTA's real estate assets.



#### **OPERATIONS**

Manages UTA's core systems and services, including technology, data, and workforce development, to boost performance, support strategic goals, and foster continuous improvement across the agency.



### ENTERPRISE STRATEGY

Coordinates agencywide functions such as IT, performance analysis, policy, and risk management to ensure UTA operates efficiently and stays aligned with long-term goals.



#### **FINANCE**

Leads UTA's budgeting, accounting, procurement, fare collection, risk management, and grant funding to maintain financial stability and ensure resources are used effectively.



### OTHER ESSENTIAL SERVICES

Includes departments focused on people, communication, safety and security, and public engagement and planning, which are critical to UTA's ability to deliver responsive, transparent, and community-driven service.



#### **UTA/UDOT PARTNERSHIP AND PROJECTS**

The Utah Legislature has taken significant steps to strengthen the State's role in delivering major transit investments. In 2022, **HB322** designated the Utah Department of Transportation (UDOT) as the lead agency for delivering fixed guideway projects using state funds. This partnership was further reinforced in 2025 with the passage of **SB174**, which designated UDOT as the lead agency for delivering fixed guideway projects regardless of funding source. UTA and UDOT continue to collaborate closely on high-impact projects, as seen on the map.

These projects represent the state's ongoing commitment to expanding transit options and leveraging public investment for regional growth and accessibility.



#### **LOOKING AHEAD**

**UTA's Five-Year Capital Plan is a key tool for aligning today's investment decisions with tomorrow's transit needs.** It supports regional transportation goals while remaining a reliable partner in delivering efficient and safe transit service for Utah residents. This plan strengthens UTA's ability to meet growing demand, build critical infrastructure, and support the state's continued population and economic growth through 2030 and beyond.





Chapter 1 Purpose of This Plan	2
Chapter 2 Five-Year Capital Plan Development Process	4
Chapter 3 Five-Year Capital Plan Project Pages	6
1 Meadowbrook Electrification	7
2 Davis-SLC Community Connector	8
3 Bus Stop Program	9
FrontRunner 2X	10
5 Midvalley Express	11
6 TRAX Orange Line Implementation and Red Line Realignment Study	12
7 S-Line Extension and Double Tracking (Sugar House Business District)	13
8 5600 West Bus Route (West Salt Lake County)	14
9 FrontRunner South Extension	15
Maintenance and MOW Training Facilities	16
11 Utah County Park & Ride (Eagle Mountain and Saratoga Springs)	17
12 TRAX Forward Program	18
Bus Procurement and Replacement Program	19
14 Light Rail Vehicle Replacement	20
FrontRunner Vehicle Rehabilitation	21
16 Fare System Replacement	22
Chapter 4 Five-Year Capital Plan Program Pages	24
1 Capital Services	28
2 Enterprise Strategy	31
3 Executive Director (Safety)	32
4 Finance	33
5 Operations	34
6 People	35
7 Planning & Engagement	36
Chapter 5 Next Steps	38

#### Chapter 1

### Purpose of This Plan



The Five-Year Capital Plan (5YCP) is a strategic tool that guides UTA's capital investments over a five-year period. It helps ensure that resources are aligned with agency priorities, projects are delivered efficiently, and long-term infrastructure needs are responsibly managed.



#### **KEY PURPOSES AND FEATURES OF THE 5YCP INCLUDE:**

**Annual Updates:** The Plan is updated annually as part of UTA's budgeting process, in accordance with Board Policy No. 2.1: Financial Management. Each update ensures the plan remains fiscally constrained and supports the long-term health of the system by prioritizing a state of good repair, safe and reliable service, and cost-effective asset management.

As part of this process, new project requests are added and existing projects are refined with the latest information. This includes updates to project scope, cost estimates, schedules, and funding strategies to ensure the plan reflects current priorities and conditions.

**Improved Accuracy Over Time:** As projects move closer to implementation, cost estimates and funding sources become more precise, enabling smarter investment decisions.

**Contract Authorization:** Approval of the 5YCP grants UTA the authority to enter into contracts for multi-year capital projects.

**Long-Term Financial Planning:** A five-year outlook helps overcome the limitations of a one-year budget cycle, providing a clearer path for setting priorities and managing large, complex projects.

**Regional Coordination:** The 5YCP also supports regional planning efforts, serving as an input to transportation plans and funding strategies led by metropolitan planning organizations (MPOs).

#### **DEFINITION OF CAPITAL PROJECTS**

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



Examples of capital projects include:

- New construction (new transit infrastructure, facilities, buildings, or major additions, including studies/design to support future project construction)
- Building repairs, renovations, demolition, or upgrades
- Major maintenance (capital renewal and deferred maintenance)
- Safety, ADA, or legal compliance construction projects

- Energy conservation improvements
- Grounds improvements
- Real estate acquisition or leasing
- Vehicles
- HVAC or reroofing projects
- Telecommunication and Information Technology systems (hardware and software)
- New or replacement equipment or furniture



#### How does the 5YCP fit into UTA's broader planning framework?

### **Long-Range Transit Plan**

A long-term vision that spans 30 years into the future

The LRTP is about planning for the future of transit in UTA's service area, imagining how the region might change over time.

**♂** UPDATED EVERY **4 YEARS** 

#### **10-Year Capital Plan**

Zeroes in on substantial transit investments for the next decade



5-Year Service & Capital Plans

Focus on managing transit service and investments over the next five years

The plan prioritizes high-value projects like new transit lines and stations, acquisition of new buses or trains, and substantial enhancements to existing infrastructure.

♂ 2 YEARS

The plans are centered on refining and optimizing the current system and include practical and imminent improvements such as increasing buses on popular routes and extending service hours.

**♂ 5YSP: 2 YEARS, 5YCP: 1 YEAR** 

#### **Annual Service**

Outlines the operations of UTA's transit system for the upcoming year

The plan delves into the specifics like bus and train schedules, maintenance routines, and daily operations.

C 1YEAR

Change Day Implements changes informed by other .

The day when all planned changes are implemented — new bus schedules introduced, routes modified, or entirely new services introduced.

♂ 3X PER YEAR

# **Five-Year Capital Plan Development Process**

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

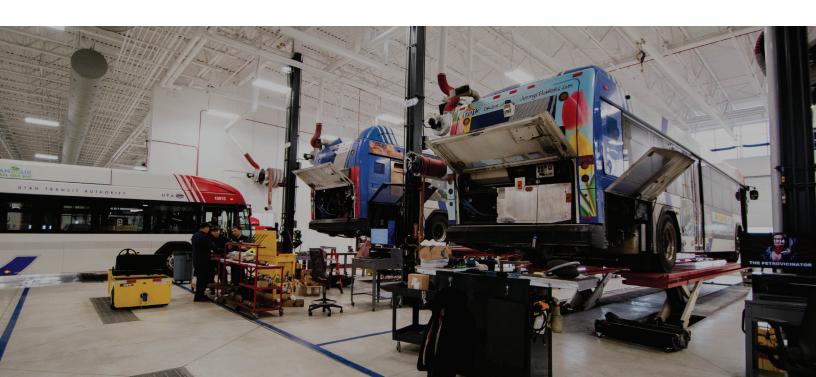
regional transit initiatives.

#### **PROJECT REQUESTS**

Project development was performed this year using a base budget approach where the capital budget development team met with project managers on an individual basis to understand their projects, their current status, and future financial needs. Only currently active projects were used during this initial base budget approach. Once this was complete, additional project requests could be submitted. These additional project requests were required for new projects or for existing projects where a core piece of the existing project may have changed.

New project requests were submitted for funding consideration. Proposed projects should meet a specific objective such as a mobility need or a State of Good Repair need or requirement and should be consistent with UTA's overall Strategic Plan and goals.

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



**Prioritization Considerations** 

#### **PROJECT PRIORITIZATIONS**

Completed project requests are compiled, prioritized, and discussed by Executives based on UTA's Strategic Goals and Objectives outlined below. The Executive team reviews each request and weighs it against these agency priorities. Projects with lower priority may be reduced in scope or deferred to future years as needed. Once the project list is finalized, a draft five-year plan is submitted to the Executive team for review. Requests are trimmed as necessary to align with anticipated five-year funding resources, which are based on committed or reasonably foreseeable funding sources.

#### **Previous Five-Year Plan Alignment**

Projects are evaluated based on how well they continue or build upon priorities established in the prior 2025-2029 Five-Year Capital Plan, ensuring continuity and consistency in long-term planning.



#### **Legal and Safety** Requirements

Priority is given to projects that address regulatory compliance or critical safety needs, aligning with UTA's responsibility to provide a secure and legally sound transit system.



#### **Delivery Potential**

Projects are assessed for their feasibility, readiness, and ability to be implemented within the five-year window, maximizing the effective use of available resources.



#### **Moving Utahns to a Better Quality of Life**

70% of Utah's population (and 75% of UTA's service area) resides within one-half mile of UTA's transit service, and the carbon footprint of UTA vehicles and facilities is reduced by 25%



#### **Exceeding Customer Expectations**

Achieve a 45% increase in **UTA's Net Promoter Score** 

(How likely would you be to recommend UTA to your friends and family?)



#### **Achieving Organizational Excellence**

Receive industry recognition for operating a dynamic and forwardthinking public enterprise



#### **Building Community Support**

More than 100 actively engaged formal alliances and affinity groups telling their stories in ways that influence transit-friendly outcomes



#### **Generating Critical Economic Return**

Communities across the region and state recognize the economic value and positive return on investment that UTA provides statewide

# Five-Year Capital Plan Project Pages



**Meadowbrook Electrification** 



Davis-SLC Community Connector



**Bus Stop Program** 



**FrontRunner 2X** 



**Midvalley Express** 



TRAX Orange Line Implementation and Red Line Realignment Study



S-Line Extension and Double Tracking (Sugar House Business District)



5600 West Bus Route (West Salt Lake County)



FrontRunner South Extension



Maintenance and MOW Training Facilities



Utah County Park & Ride (Eagle Mountain and Saratoga Springs)



TRAX Forward Program



Bus Procurement and Replacement Program



Light Rail Vehicle Replacement



FrontRunner Vehicle Rehabilitation



Fare System Replacement



### **Meadowbrook Electrification**

UTA is adding 10 electric bus charging stations at the Meadowbrook Service Center, which will be used for the opening of the all-electric Midvalley Express route in 2026.

As a part of the Innovative Mobility program in UTA's 10-Year Capital Plan, the Meadowbrook Electrification project provides critical infrastructure to promote the electrification of UTA's current bus fleet. Bus electrification reduces emissions of pollutants like nitrogen oxides (NOx) and particulate matter (PM) improving air quality, while serving disadvantaged communities within Salt Lake County.



Plug-in charging infrastructure



Overhead chargers

#### **SCHEDULE**

Anticipated In Service Date (Based On The Midvalley Express Project Completion)

Fall 2026

# 5-YEAR CAPITAL COST PROJECT FY26 FY27 FY28 TOTAL FMA693 Meadowbrook Electrification \$2.3M \$2.3M

#### **GOALS**

- Reduce harmful emissions from buses while improving energy efficiency
- Improve overall air quality in the Salt Lake Valley
- Ensure continued access to public transportation networks in western Salt Lake County





# **Davis-Salt Lake City Community Connector**

UTA proposes to implement a 26-mile bus rapid transit project to connect communities in southern Davis County to northern Salt Lake County.

The new route will include 18 stations, transit signal priority, an end-of-line facility with electric bus charging infrastructure and operator amenities, and 18 battery electric buses. Building on the success of Routes 455 and 470, the Davis-Salt Lake City Community Connector will revitalize neighborhoods through better access to employment, entertainment, and recreation hubs. This project improves mobility within the corridor, aligning with broader transportation plans for the area.

#### **GOALS**

- Provide mobility to under-served markets and increase ridership to meet projected growth needs
- Improve speed, reliability, and bus frequency
- Revitalize neighborhoods along the corridor and improve air quality

# Environmental and Preliminary Design Complete, FTA Small Starts Grant Submitted Construction 2026-2028 Route in Service 2029 5-YEAR CAPITAL COST

\$21.6M

\$4.9M

\$1.4M

\$5M

**FY30** 

**TOTAL** 

\$33M



FrontRunner Stations

Salt Lake City-Improved Stations

FrontRunner Line

Existing Stations

Proposed Stations

- - - TRAX Line

**PROJECT** 

MSP202 Davis-SLC Connector



### **Bus Stop Program**

As part of UTA Capital Plan's Customer Experience projects, UTA is beginning work to implement bus stop improvements at select stops across our service area.

The purpose of these improvements is to make stops accessible to all riders, including people with limited mobility. Enhancements will vary by location but typically include replacement of sidewalk panels and new concrete pads with the addition of shelters, benches, trash cans, bike racks, and lighting. Through bus stop improvements, UTA is investing in improving the riding experience systemwide, aligning with its Five-Year Service Plan.

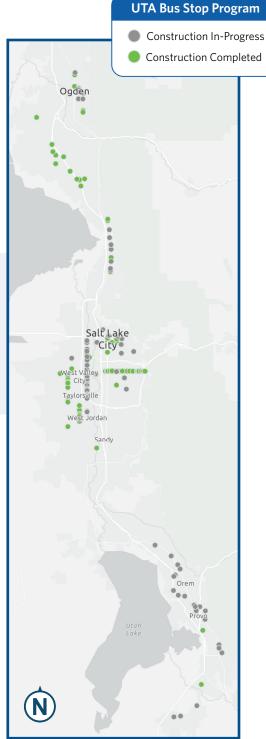
#### **GOALS**

- **Improve accessibility** for people with disabilities using public transit
- Provide optimal access to destinations and neighborhoods along the bus routes
- Optimize travel time on the route by preventing excessive stopping

#### **SCHEDULE** 59 Bus Stops Constructed 2024 31 to Be Constructed (NPOO2), 43 to Be Constructed (SGR407) 60 to Be Constructed (MSP301)

#### **PROJECT** FY26 **FY27** FY28 **FY29 FY30 TOTAL** MSP301 Federal Bus Stops 5339 \$2.4M \$2.4M MSP324 Bus Stop Amenities \$400K \$1.6M \$410K \$10K \$10K \$2.4M \$2.6M \$3.2M \$1.8M \$10.7M SGR407 Bus Stop Enhancements\* \$1.6M \$1.6M







### **FrontRunner 2X**

UTA and UDOT are expanding commuter rail service along the Wasatch Front to increase capacity and meet the growing transit demands.

This project will implement double tracking in 11 strategic locations, add one new station, realign track in one location, and add 10 new train sets along the FrontRunner line. These upgrades will cut wait times in half, and by 2050, travel times for FrontRunner are expected to outperform I-15 travel times. FrontRunner 2X is one of many projects in UTA's 10-Year Capital Plan to expand public transportation throughout its service area.

#### **GOALS**

- Increase frequency of service to every 15 minutes during peak hours and 30 minutes during non-peak hours
- **Enhance reliability** through greater train frequency
- Improve mobility by providing more transit options, reducing vehicle congestion



Project is managed by UDOT with support by UTA

frontrunner2x.utah.gov

#### **SCHEDULE**

Environmental Study, Design Selection, & Start of Preconstruction

Design, Preconstruction, Procurement, & Grant Approval

Construction, Manufacturing, & Delivery

Operation with 15-Minute Peak Service

2023-2024

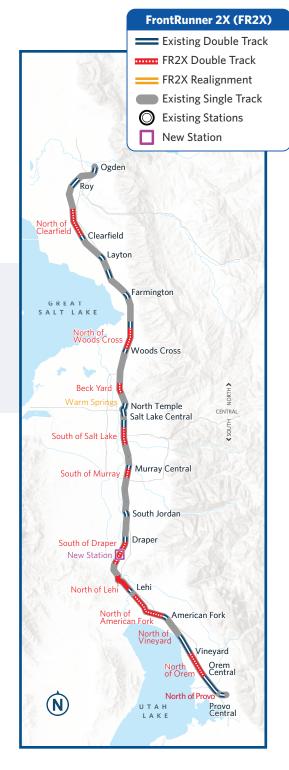
2025-2026

2026-2029

#### **5-YEAR CAPITAL COST**

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP252 FrontRunner 2X*	\$2.9M	\$3.2M	\$2.7M	\$2.7M	-	\$11.4M

\*Total may not add up precisely due to rounding.





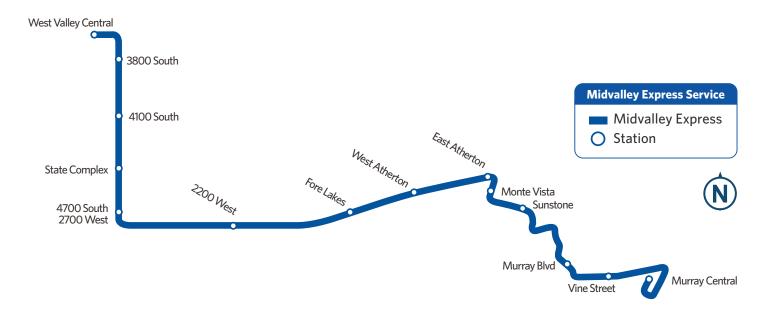
### **Midvalley Express**

UTA is developing the Midvalley Express (MVX), a bus rapid transit (BRT) route that will enhance east-west connection across communities in Murray, Taylorsville, and West Valley City.

The route is currently under construction and will be the third BRT route in UTA's system. The route will feature a designated bus lane on 4500/4700 South from Atherton Drive to Redwood Road, new sheltered bus stops, a fleet of 10 new electric buses, and 15-minute service. MVX will improve transit accessibility and frequency, connecting riders to their local destinations.

#### **GOALS**

- Provide efficient and frequent transit to destinations between Murray Central Station and West Valley Central Station
- Strengthen local communities by connecting riders to regional destinations and improving air quality
- Satisfy transit demands with rising populations and Salt Lake Community College student enrollment



#### **SCHEDULE**

Construction Starts
Construction Ends
Route in Service

Spring 2024 Fall 2026 2027



**TOTAL** 

\$35.4M

Project is managed by UDOT with support by UTA rideuta.com/Current-Projects

## 5-YEAR CAPITAL COST PROJECT FY26 FY27 FY28 FY29 MSP253 Midvalley Connector \$31.7M \$3.7M



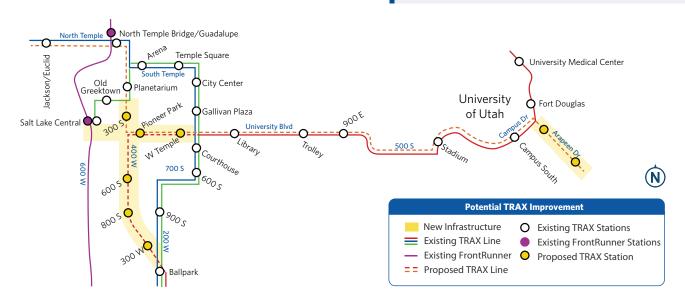
# TRAX Orange Line Implementation and Red Line Realignment Study

Based on the 2025 Techlink TRAX Study, UTA is planning a realignment of the TRAX Red Line through the Granary District and the development of a new Orange Line connecting the University of Utah Research Park to Salt Lake City International Airport.

The new proposal was developed based on community input, environmental considerations, and the need to maximize operational efficiency, among other factors. The proposed projects would improve connectivity between economically vital areas and provide more transit options to westside residents.

#### **GOALS**

- Enhance mobility between emerging areas of economic development and innovation
- Provide sustainable and reliable mobility options for all residents of the Salt Lake Valley, including disadvantaged populations
- Improve TRAX operational reliability and capacity to meet rising transportation demands



#### **SCHEDULE**

Study Completed January 2025
Future Studies TBD (Funding Dependent)

5-YEAR CAPITAL COST								
PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL		
MSP254 TechLink	\$100K	\$100K	\$100K	\$100K	\$100K	\$500K (Study Only)		



### **S-Line Extension and Double Tracking** (Sugar House Business District)

UTA, in collaboration with Salt Lake City and **UDOT**, is extending the S-Line from the end of the line at Fairmont Station to the heart of the Sugar House business district at Highland Drive.

This project will also add double tracking to the S-Line to help maintain reliability and operational performance. Service is expected to begin summer 2026.

#### **GOALS**

- Support economic development and serve the growing population
- **Enhance reliable transportation** to the Sugar House business district
- **Provide an alternative to vehicle traffic**
- **Improve connection to Sugar House**



#### **SCHEDULE**

**Final Design of Extension** Spring 2025 Construction Summer 2025 to Spring 2026 Summer 2026 **Service Begins** 

5-YEAR CAPITAL COST			
PROJECT	FY26	FY27	TOTAL
MSP259 S-Line Extension	\$30.1M	\$1.3M	\$31.4N







Project is in collaboration with Salt Lake City and UDOT rideuta.com/Current-Projects



# 5600 West Bus Route (West Salt Lake County)

UTA, in partnership with UDOT, has initiated an expansion of bus service in the west side of Salt Lake County, covering the cities of Salt Lake, West Valley, West Jordan, and Kearns.

The state population is projected to double by 2050, with current and future growth occurring on the west side of the county. This project is the selected transit alternative for UDOT's Mountain View Corridor project and has been identified in the UTA Five-Year Service Plan to address the future growth of west Salt Lake County.

#### **GOALS**

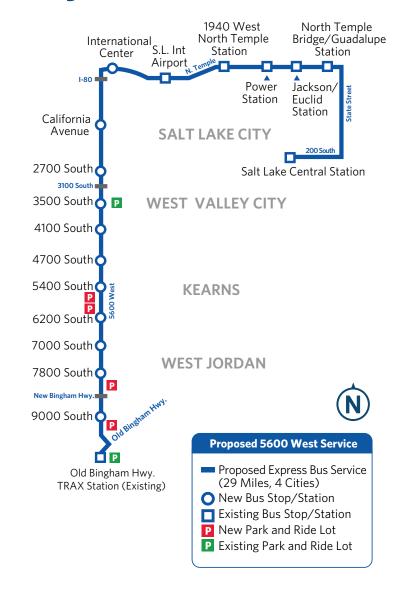
- Increase UTA services for the growing population of west Salt Lake County
- Improve regional mobility by reducing roadway congestion and supporting increased transit availability
- Connect west Salt Lake County with more access to major employment centers

#### **SCHEDULE**

Environmental/Preliminary Design Fall 2023-Spring 2024
Final Design Fall 2024-Fall 2025
Construction Winter 2026-Fall 2027
Revenue Service - Scheduled Completion Spring 2028

#### **5-YEAR CAPITAL COST**

PROJECT	FY26	FY27	FY28	TOTAL	
MSP260 5600 West Bus Route	\$3.2M	\$17M	\$1.5M	\$21.7M	





Project is managed by UDOT with support by UTA rideuta.com/Current-Projects



# FrontRunner South Extension

UTA is planning to extend FrontRunner commuter rail service from Provo to Payson, including new stations proposed in Springville and Spanish Fork.

This extension was identified in the South Valley Transit Study completed in 2022 and aims to improve regional connectivity in southern Utah County. The current phase of the project includes environmental review under the National Environmental Policy Act (NEPA) and preliminary design. While there is currently no funding or timeline for final design, this project represents a key step toward expanding commuter rail access to growing communities along the Wasatch Front.

#### **GOALS**

- Expand commuter rail access to support population and employment growth in southern Utah County
- Improve regional mobility and reduce roadway congestion by offering a reliable transit alternative
- Establish a foundation for future investment in sustainable transportation infrastructure through environmental review and preliminary design



#### **SCHEDULE**

Project Refinement
Early Scoping
Preliminary Design/Environmental
Final Design

Spring 2024 Summer-Winter 2024 Spring 2025-2026 TBD



Project is managed by UDOT with support by UTA

frontrunner2x.utah.gov

5-YEAR CAPITAL COST						
PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP264 FrontRunner South Extension	\$2.3M	\$300K	\$300K	\$300K	-	\$3.2M



# **Maintenance and MOW Training Facilities**

This project will remodel an existing facility to establish the Transit Technical Education Center (TTEC), a centralized hub for all UTA apprenticeship programs.

TTEC will support training in Bus, Light Rail, Commuter Rail, Maintenance of Way, Facilities, HVAC, and Body Shop apprenticeship. The remodeled building will include four modern classrooms, three full-size bus bays, and an external classroom. An adjacent Maintenance of Way (MOW) training yard will replicate real-world UTA rail conditions, providing a safe, purpose-built environment for developing safety-sensitive competencies. TTEC will ensure apprentices and students receive consistent, immersive, and high-quality training that prepares them for success in their chosen field.

#### **GOALS**

- Create a dedicated, centralized training facility that supports the current and future needs of UTA's apprenticeship programs across all maintenance disciplines
- Provide a safe, hands-on learning environment that mirrors real-world transit operations, including rail alignment and vehicle systems
- Equip the facility with state-of-the-art tools, training modules, and instructional spaces to enable vendor, technical, and regulatory compliance training

#### SCHEDULE

Construction2025-2026OpeningFall 2026

5-YEAR CAPITAL COST								
PROJECT	FY26	FY27	FY28	TOTAL				
MSP267 New Maintenance Training Facility	\$7.3M	-	-	\$7.3M				
MSP271 MOW Training Yard	\$1.5M	-	-	\$1.5M				







# **Utah County Park & Ride (Eagle Mountain and Saratoga Springs)**

UTA is designing two park and ride lots in Utah County: one in Eagle Mountain and one in Saratoga Springs.

Positioned along the 860 bus route, these two park and ride lots provide enhanced access to residents in the area to connect to the FrontRunner commuter rail service. These park and ride lots are expected to be completed in summer of 2025 (Eagle Mountain) and spring of 2026 (Saratoga Springs).

#### **GOALS**

- Increase UTA services for the growing population of Utah County
- Improve regional mobility by reducing roadway congestion and supporting increased transit availability
- Connect west Utah County with more access to transit connections



#### **SCHEDULE**

Eagle Mountain Preliminary DesignSpring 2024-Spring 2025Eagle Mountain Final DesignSpring 2025-Summer 2025Eagle Mountain ConstructionFall 2025-Spring 2026Saratoga Springs Final DesignSpring 2024-Early 2025Saratoga Springs ConstructionSpring 2025-Summer 2025

### 5-YEAR CAPITAL COST PROJECT

PROJECT	FY26	FY27	TOTAL
MSP286 Utah County Park & Ride Lots	\$3.2M	-	\$3.2M



# TRAX Forward Program

TRAX Forward is a unified term that encompasses UTA's ongoing TRAX improvements and modernization projects.

This multi-project effort incorporates a realignment of the TRAX Red Line, the targeted creation of a TRAX Orange Line, the expansion of late night and early morning service, an extension of the S-Line streetcar, light rail fleet rehabilitation and replacement, platform improvements (including ADA accessibility measures), safety infrastructure upgrades, and train-to-train communication systems replacements. As the Salt Lake Valley continues to grow and evolve, TRAX Forward provides a vision for sustainable, desirable, and efficient light rail transportation options that meet community needs.

#### **GOALS**

- Adapt UTA's light rail system to evolving travel patterns and technological progressions
- Combat wear and tear
  from extreme summer and
  winter weather to ensure
  greater reliability, safety, and
  efficiency year-round
- Enhance the interface between light rail and other modes of transportation, ensuring a seamless travel experience for all





#### **SCHEDULE**

Varies by Project As Required

For more information on TRAX projects, visit

rideuta.com/Current-Projects /TRAX-Forward

5-YEAR CAPITAL COST*						
PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP320 TRAX Forward	\$100K	\$100K	\$100K	\$100K	\$100K	\$500K

\*Projected funding for high-level management of program, does not include actual funding for individual projects.



# **Bus Procurement and Replacement Program**

UTA is undertaking a comprehensive, ongoing initiative to modernize its public transit fleet, including both standard buses and on-demand paratransit vehicles.

Each year, a set number of aging buses are retired and replaced with newer, more efficient models to ensure that transit services remain reliable, safe, environmentally responsible, and comfortable for passengers. As part of this broader effort, the Paratransit Vehicle Replacement Project focuses on enhancing accessibility and the rider experience for individuals who rely on specialized transit services. This project introduces modern, low-floor paratransit vehicles that eliminate the need for traditional lifts, making boarding faster, safer, and more convenient for passengers with mobility challenges.

#### **GOALS**

- Reinforce UTA's commitment to providing inclusive and accessible transportation for all riders
- Modernize vehicles, reducing maintenance costs, improving fuel efficiency, and increasing safety
- Transition to low-floor vehicles to improve accessibility and convenience for riders
- Incorporate emissions control technologies to reduce the environmental impacts of UTA vehicles



New Gillig 40' Battery-Electric Bus

Paratransit Replacements
Bus Procurement and Replacement

On-going Initiative

5-YEAR CAPITAL COST						
PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
REV209 Paratransit Replacements*	\$16.6M	\$9M	\$8.1M	-	-	\$33.8M
REV211 Replacement Buses*	\$16.6M	\$24.9M	\$13.9M	\$25.6M	\$22.9M	\$103.8M

<sup>\*</sup>Totals may not add up precisely due to rounding.



### **Light Rail Vehicle Replacement**

UTA's TRAX system has operated Siemens SD100 and SD160 light rail vehicles (LRV) since 1999 and 2001, respectively, but is now overhauling and replacing them with new Stadler CITYLINK light rail trainsets.

The SD100 and SD160 LRVs had high floors, requiring passengers to climb steep steps or use long switchback wheelchair ramps in order to enter. The new vehicles feature low-floor boarding, while also being compatible with existing track and station infrastructure. By eliminating the need for steps and ramps, the new LRVs make boarding safer, faster, and more inclusive. These efforts help advance UTA's goals of comfort, reliability, and accessibility for all passengers.

#### **GOALS**

- Improve accessibility by eliminating high block loading platforms, enabling operation of new/existing fleet
- Ensure safety of TRAX passengers by replacing critical vehicle components
- Provide a comfortable and reliable experience for all riders



#### **SCHEDULE**

Production 2025-2026
LRV Delivery - Scheduled Completion 2027
Revenue Service - Scheduled Completion 2028

5-YEAR CAPITAL COST						
PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
REV238 SD100/SD160 Light Rail Vehicle Replacement	\$54.3M	\$18.8M	\$68.2M	\$40.7M	\$4.7M	\$186.7M



### **FrontRunner Vehicle Rehabilitation**

In order to support the transit needs of rapidly expanding communities along the Wasatch Front, UTA is overhauling its FrontRunner commuter rail vehicles.

This project will overhaul the interior and mechanical components of UTA's 38 bi-level passenger cars and 18 locomotives, upgrading aging parts with improved components. The overhauled trains will ensure passenger comfort, accessibility, reliability, and safety

#### **GOALS**

- Reduce train maintenance and fuel costs by replacing aging vehicles with modern alternatives
- Improve reliability through avoiding maintenance-related delays
- Enhance passenger comfort with new interior train designs





#### **SCHEDULE**

Train Procurement 2025-2026
Manufacturing, Delivery, and Testing 2026-2029
Operations Begin 2030



Project is managed by UDOT with support by UTA

frontrunner2x.utah.gov

#### **5-YEAR CAPITAL COST**

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
SGR391 Commuter Rail Vehicle Rehab and Replacement	\$3M	\$8.5M	\$20M	\$15M	\$15M	\$61.5M



### **Fare System Replacement**

UTA Fares Systems Replacement Program aims to simplify payment for all riders by updating existing hardware used to validate transit fares.

This project will also streamline and integrate all independent fare systems into one intuitive and innovative platform. Ticket vending machines are already installed, while ticket validators will be operational by the end of 2025, and planning for future features, such as open payment and mobile fare options, is currently in early stages.

#### **GOALS**

- Retire old, less efficient ticketing systems
- Take advantage of new technology by updating UTA ticketing
- Simplify fare payment for all riders















#### **SCHEDULE**

Replace all Ticket Vending Machines

Replace the Validators on Buses and at Rail Stations

Replace the Multi-Platform Systems with one Integrated Fare Payment Platform

Fall 2024-December 2025

Complete all the System Integration Activities leading to Final System Acceptance

Early 2025-July 2025

5-YEAR CAPITAL COST						
PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
ICI222 Fares Systems Replacement Program	\$10.2M	-	-	-	-	\$10.2M

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Chapter 4

# Five-Year Capital Plan Program Pages



The 2026-2030 capital requests have been compiled into a new Five-Year Capital Plan. The plan includes year-by-year tables in year-of-expenditure dollars, along with five-year summaries by project type and funding source.

The following pages provides a detailed list of proposed projects, including annual and five-year budgets, anticipated funding contributions, and the required UTA funding for each project.

The proposed 2026 capital budget will be incorporated into UTA's overall 2026 annual budget. Any new or unforeseen needs that arise during the year will be addressed through budget adjustments or amendments as appropriate.

The capital plan and budget is organized and presented by each Chief Office, with projects grouped under the office responsible for their management.

#### **5YCP PROGRAM PAGES BY CHIEF OFFICE**



Capital Services



**Enterprise Strategy** 



**Executive Director (Safety)** 



**Finance** 



**Operations** 

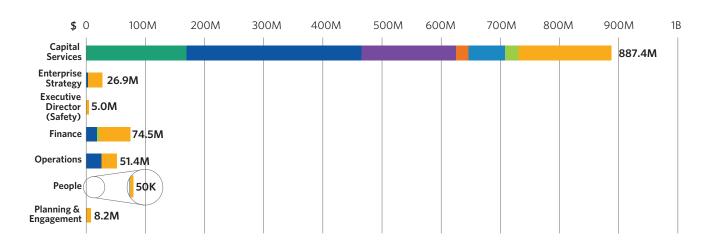


**People** 

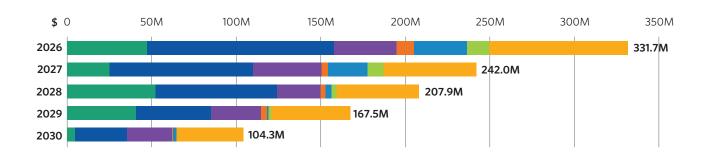


Planning & Engagement

PROP	PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY PROGRAM CATEGORY										
CHIEF OFFICE	Total Budget	■Bonds	■ Awarded Grants	<b>■</b> Lease	■ State	■ TTIF	■ Local Partner	UTA Local			
Capital Services	887,443,000	169,704,000	296,297,000	158,799,000	21,664,000	61,080,000	23,527,000	156,372,000			
<b>Enterprise Strategy</b>	26,866,000	-	3,200,000	-	-	-	-	23,666,000			
Executive Director (Safety)	5,012,000	-	-	-	-	-	-	5,012,000			
Finance	74,488,000	-	18,174,000	-	-	-	3,826,000	52,488,000			
Operations	51,382,000	-	25,631,000	-	-	-	-	25,751,000			
People	50,000	-	-	-	-	-	-	50,000			
Planning & Engagement	8,163,000	-	-	-	-	-	-	8,163,000			
Grand Total	1,053,404,000	169,704,000	343,302,000	158,799,000	21,664,000	61,080,000	27,353,000	271,502,000			



	PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY YEAR											
YEAR	Total Budget	■Bonds	■ Awarded Grants	<b>■</b> Lease	■ State	■ TTIF	■ Local Partner	UTA Local				
2026	331,738,000	47,285,000	110,743,000	36,714,000	10,622,000	31,050,000	13,478,000	81,846,000				
2027	241,974,000	24,915,000	85,090,000	40,556,000	3,856,000	23,380,000	9,300,000	54,877,000				
2028	207,932,000	52,117,000	72,102,000	25,528,000	3,093,000	3,525,000	3,033,000	48,534,000				
2029	167,506,000	40,697,000	44,456,000	29,640,000	3,393,000	974,000	1,521,000	46,825,000				
2030	104,254,000	4,690,000	30,911,000	26,361,000	700,000	2,151,000	21,000	39,420,000				
Grand Total	1,053,404,000	169,704,000	343,302,000	158,799,000	21,664,000	61,080,000	27,353,000	271,502,000				



#### PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY PROGRAM CATEGORY PER YEAR

	2026									
CHIEF OFFICE	2026 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local		
Capital Services	271,488,000	47,285,000	88,086,000	36,714,000	10,622,000	31,050,000	9,652,000	48,079,000		
Enterprise Strategy	14,851,000	-	3,200,000	-	-	-	-	11,651,000		
Executive Director (Safety)	1,485,000	-	-	-	-	-	-	1,485,000		
Finance	32,646,000	-	16,589,000	-	-	-	3,826,000	12,231,000		
Operations	8,974,000	-	2,868,000	-	-	-	-	6,106,000		
People	50,000	-	-	-	-	-	-	50,000		
Planning & Engagement	2,244,000	-	-	-	-	-	-	2,244,000		
Grand Total	331,738,000	47,285,000	110,743,000	36,714,000	10,622,000	31,050,000	13,478,000	81,846,000		

	2027									
CHIEF OFFICE	2027 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local		
Capital Services	211,221,000	24,915,000	78,076,000	40,556,000	3,856,000	23,380,000	9,300,000	31,138,000		
Enterprise Strategy	2,555,000	-	-	-	-	-	-	2,555,000		
Executive Director (Safety)	843,000	-	-	-	-	-	-	843,000		
Finance	10,518,000	-	395,000	-	-	-	-	10,123,000		
Operations	15,328,000	-	6,619,000	-	-	-	-	8,709,000		
People	-	-	-	-	-	-	-	-		
Planning & Engagement	1,509,000	-	-	-	-	-	-	1,509,000		
Grand Total	241,974,000	24,915,000	85,090,000	40,556,000	3,856,000	23,380,000	9,300,000	54,877,000		

2028									
CHIEF OFFICE	2028 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local	
Capital Services	180,425,000	52,117,000	64,457,000	25,528,000	3,093,000	3,525,000	3,033,000	28,672,000	
Enterprise Strategy	3,435,000	-	-	-	-	-	-	3,435,000	
Executive Director (Safety)	907,000	-	-	-	-	-	-	907,000	
Finance	10,445,000	-	405,000	-	-	-	-	10,040,000	
Operations	11,200,000	-	7,240,000	-	-	-	-	3,960,000	
People	-	-	-	-	-	-	-	-	
Planning & Engagement	1,520,000	-	-	-	-	-	-	1,520,000	
Grand Total	207,932,000	52,117,000	72,102,000	25,528,000	3,093,000	3,525,000	3,033,000	48,534,000	

#### PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY PROGRAM CATEGORY PER YEAR

	2029									
CHIEF OFFICE	2029 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local		
Capital Services	142,615,000	40,697,000	38,617,000	29,640,000	3,393,000	974,000	1,521,000	27,773,000		
Enterprise Strategy	2,875,000	-	-	-	-	-	-	2,875,000		
Executive Director (Safety)	1,007,000	-	-	-	-	-	-	1,007,000		
Finance	10,484,000	-	415,000	-	-	-	-	10,069,000		
Operations	9,080,000	-	5,424,000	-	-	-	-	3,656,000		
People	-	-	-	-	-	-	-	-		
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000		
Grand Total	167,506,000	40,697,000	44,456,000	29,640,000	3,393,000	974,000	1,521,000	46,825,000		

	2030									
CHIEF OFFICE	2030 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local		
Capital Services	81,694,000	4,690,000	27,061,000	26,361,000	700,000	2,151,000	21,000	20,710,000		
Enterprise Strategy	3,150,000	-	-	-	-	-	-	3,150,000		
Executive Director (Safety)	770,000	-	-	-	-	-	-	770,000		
Finance	10,395,000	-	370,000	-	-	-	-	10,025,000		
Operations	6,800,000	-	3,480,000	-	-	-	-	3,320,000		
People	-	-	-	-	-	-	-	-		
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000		
Grand Total	104,254,000	4,690,000	30,911,000	26,361,000	700,000	2,151,000	21,000	39,420,000		

# **Capital Services**

Oversees the planning, design, and construction of major projects that improve safety, expand service, maintain infrastructure, meet regulatory requirements, and make the most of UTA's real estate assets.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030 \$887.4M



#### **5-YEAR CAPITAL COST**

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Totals by Fiscal Year	271,488,000	211,221,000	180,425,000	142,615,000	81,694,000	887,443,000
FMA516 - Corridor Fencing	50,000	50,000	50,000	50,000	50,000	250,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	1,040,000	540,000	500,000	500,000	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	2,336,000	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	-	-	-	2,010,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	589,000	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
FMA700 - Elevator Replacements- Farmington Station	-	50,000	600,000	-	-	650,000
FMA701 - Escalators Replacement- North Temple Station	125,000	1,000,000	-	-	-	1,125,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
MSP132 - IPCS Tech Support	35,000	35,000	35,000	35,000	35,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	500,000	-	-	2,500,000
MSP156 - Prop 1 Davis County	100,000	-	-	-	-	100,000
MSP185 - Ogden/Weber State University BRT	3,500,000	-	-	-	-	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	-	4,800,000

### Capital Services (cont.)

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
MSP202 - (Grant Dependent) Davis-	5,000,000	21,618,000	4,860,000	1,415,000	94,000	32,987,000
SLC Community Connector						
MSP205- TIGER Program of Projects	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	200,000	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	70,000	70,000	-	-	1,640,000
MSP216 - Point of the Mountain Transit	231,000	200,000	200,000	200,000	2,102,000	2,933,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	511,000	511,000	10,000	10,000	10,000	1,052,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	2,856,000	3,156,000	2,693,000	2,693,000	-	11,398,000
MSP253 - Midvalley Connector	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - Orange/Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	11,062,000	15,500,000	2,738,000	-	-	29,300,000
MSP259 - S-Line Extension	30,086,000	1,285,000	-	-	-	31,371,000
MSP260 - 5600 West Bus Route	3,200,000	17,000,000	1,500,000	-	-	21,700,000
MSP262 - SL Central HQ Office	760,000	-	-	-	-	760,000
MSP263 - TOD Working Capital	1,662,000	688,000	688,000	688,000	688,000	4,414,000
MSP264 - FrontRunner South Extension	2,300,000	300,000	300,000	300,000	-	3,200,000
MSP265 - Program Management Support	4,000,000	3,730,000	3,730,000	3,730,000	3,730,000	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	7,250,000
MSP271 - MOW Training Yard	1,500,000	-	-	-	-	1,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000
MSP286 - Utah County Park & Ride Lots	3,200,000	-	-	-	-	3,200,000
MSP287 - 900 East UVX Station	212,000	-	-	_	_	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shephard Lane	_	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	_	-	_	-	_	_
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	2,440,000
MSP312 - FrontRunner Point Improvements	300,000	300,000	-	300,000	300,000	1,200,000
MSP320- TRAX Forward	100,000	100,000	100,000	100,000	100,000	500,000
MSP324 - Bus Stop Amenities	400,000	·				
<u> </u>		1,600,000	410,000	10,000	10,000	2,430,000
MSP325 - 200 South-Phase III-Transit Signal Priority  MSP326 - (Grant Dependent) Charger at	1,285,000	2,785,000	428,000	-	-	4,498,000
Orange Street and Wasatch & 3900 S	-	-	-	11,000	87,000	98,000
MSP327 - (Grant Dependent) Charger at					g	407.00
Farmington Station or Ogden Station	-	-	-	11,000	94,000	105,000
MSP328 - (Grant Dependent) Salt Lake	9,000	100,000	-	-	-	109,000
or WV On Route Chargers			0.000	0.500	0.000	
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	2,000,000	2,000,000	2,500,000	2,000,000	10,500,000

### **Capital Services (cont.)**

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
REV209 - Paratransit Replacements	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Replacement Buses	16,580,000	24,857,000	13,888,000	25,640,000	22,861,000	103,826,000
REV224 - Bus Overhaul	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
REV232 - Van Pool Van Replacements	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
REV236 - VW Battery Buses	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	18,830,000	68,153,000	40,697,000	4,690,000	186,692,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
REV243 - FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	1,000	21,309,000	-	-	-	21,310,000
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	1,000	3,406,000	-	3,407,000
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	1,200,000	1,050,000	-	-	3,300,000
SGR040 - Light Rail Vehicle Rehab	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - LRT Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Commuter Rail Engine Overhaul	2,800,000	-	-	-	-	2,800,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	460,000	500,000	520,000	540,000	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	2,250,000	3,250,000	5,100,000	1,250,000	18,100,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	8,500,000	20,000,000	15,000,000	15,000,000	61,500,000
SGR393 - Grade Crossing Replacement Program	2,000,000	2,500,000	2,500,000	2,500,000	2,500,000	12,000,000
SGR397 - TPSS Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - OCS Rehab/Replace	4,462,000	2,000,000	3,625,000	5,000,000	2,500,000	17,587,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,500,000	6,500,000	6,500,000	6,500,000	6,000,000	32,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	5,600,000	6,700,000	6,900,000	3,300,000	25,000,000
SGR407 - Bus Stop Enhancements	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - Route End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000
SGR409 - System Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-
SGR412 - PCC Replacement Project	1,900,000	-	-	-	-	1,900,000
SGR413 - TPSS Building Rehab	100,000	1,000,000	-	-	-	1,100,000
SGR414 - Rail Grinding	-	1,300,000	2,600,000	1,300,000	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	130,000

# **Enterprise Strategy**

Coordinates agency-wide functions such as IT, performance analysis, policy, and risk management to ensure UTA operates efficiently and stays aligned with long-term goals.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030 \$26.9M



PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	14,851,000	2,555,000	3,435,000	2,875,000	3,150,000	26,866,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	50,000	50,000	-	-	150,000
ICI179- Network Infrastructure Equipment & Software	1,200,000	800,000	500,000	500,000	500,000	3,500,000
ICI186 - In-House Application Development	150,000	150,000	150,000	150,000	150,000	750,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	475,000	150,000	260,000	495,000	550,000	1,930,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	300,000	1,600,000	880,000	1,100,000	4,380,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	-	-	-	4,000,000
ICI230 - Operations System	5,356,000	180,000	-	-	-	5,536,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000	100,000	-	-	-	245,000
ICI233 - Technology Systems- State of Good Repair	175,000	125,000	175,000	150,000	150,000	775,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	700,000	700,000	700,000	700,000	3,500,000

# **Executive Director** (Safety)

Leads UTA's systemwide safety, security, and emergency preparedness efforts, with a focus on both proactive risk assessment and infrastructure investment.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030 \$5.0M



PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	1,485,000	843,000	907,000	1,007,000	770,000	5,012,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - Camera Sustainability	645,000	636,000	500,000	600,000	650,000	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	87,000	287,000	287,000	-	661,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	-	-	-	100,000

# **Finance**

Leads UTA's budgeting, accounting, procurement, fare collection, risk management, and grant funding to maintain financial stability and ensure resources are used effectively.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030 \$74.5M

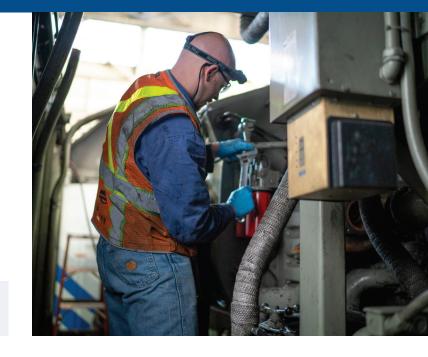


PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	32,646,000	10,518,000	10,445,000	10,484,000	10,395,000	74,488,000
CDA006 - 5310 Administration Funds All Years	322,000	332,000	342,000	352,000	370,000	1,718,000
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	123,000	40,000	69,000	25,000	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	-	-	-	10,209,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	-	252,000
MSP222 - FFY 2018 20-1903 P/O 5310			-			-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000	-	-	-	-	100,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000	-	-	-	-	275,000
MSP278 - FFY 2022 UT02023 O/L 5310	175,000	-	-	-	-	175,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000	-	-	-	-	20,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	105,000	-	-	-	-	105,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	-	-	-	5,000
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	-	-	-	-	15,000
MSP302 - FFY 2024 O/L 5310	900,000	-	-	-	-	900,000
MSP303 - FFY 2023 O/L 5310	320,000	-	-	-	-	320,000
MSP304 - FFY 2023 P/O 5310	450,000	-	-	-	-	450,000
MSP305 - FFY 2023 SL/WV 5310	1,303,000	-	-	-	-	1,303,000
MSP306 - FFY 2026 All UZAs 5310	3,360,000	-	-	-	-	3,360,000
MSP307 - FFY 2025 All UZAs 5310	3,262,000	-	-	-	-	3,262,000
MSP308 - FFY 2024 SL/WV 5310	1,054,000	-	-	-	-	1,054,000
MSP309 - FFY 2024 P/O 5310	643,000	-	-	-	-	643,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000

# **Operations**

Manages UTA's core systems and services, including technology, data, and workforce development, to boost performance, support strategic goals, and foster continuous improvement across the agency.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030 \$51.4M



PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	8,974,000	15,328,000	11,200,000	9,080,000	6,800,000	51,382,000
FMA543 - Police Fleet Vehicles	1,138,000	1,172,000	725,000	730,000	1,000,000	4,765,000
FMA652 - Facilities Equipment Replacement	2,000,000	2,000,000	2,000,000	800,000	800,000	7,600,000
FMA653 - Facilities Rehab/Replacement	1,253,000	890,000	1,025,000	720,000	670,000	4,558,000
FMA672 - Park & Ride Rehab/Replacement	480,000	480,000	480,000	480,000	480,000	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	495,000	500,000	300,000	500,000	2,355,000
FMA684 - Police Equipment	275,000	275,000	475,000	350,000	350,000	1,725,000
FMA685 - Wheel Truing Machine JRSC	233,000	1,977,000	-	-	-	2,210,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-
FMA703 - Police RMS/CAD	5,000	2,100,000	-	-	-	2,105,000
FMA704 - Floor Restoration Mt.Ogden	-	939,000	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	1,600,000	600,000	-	-	-	2,200,000
SGR416 - LRV Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000
SGR417 - LRV 1168 Accident Repairs	1,280,000	1,550,000	145,000	-	-	2,975,000

# **People**

Focuses on developing a skilled, supported, and futureready workforce through strategic investments in training, health, and technology.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030





PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	50,000	-	-	-	-	50,000
FMA705 - HEP Load Bank for HEP Trainer	50,000	-	-	-	-	50,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-

# Planning & Engagement

Leads strategic initiatives that enhance bus speed and reliability, pilot new mobility solutions, improve wayfinding and accessibility, and ensure services are responsive to the diverse needs of the communities UTA serves.

5-Year Capital Plan (5YCP) Fiscally Constrained FY2026-2030 \$8.2M



PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	2,244,000	1,509,000	1,520,000	1,445,000	1,445,000	8,163,000
MSP198 - Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	445,000	445,000	445,000	445,000	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000
MSP294 - Planning Studies	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	300,000	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-

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# **Next Steps**



As UTA looks ahead, continued collaboration with state and regional partners will be essential to advancing major transit investments. A key focus of the next phase is implementing House Bill 322, passed in 2022 by the Utah State Legislature, which designated UDOT as the lead agency for delivering fixed guideway projects receiving state funding.



#### **UTA/UDOT COORDINATION**

**House Bill 322 (2022)**, titled Public Transit Capital Development Modifications, formalizes the partnership between UDOT and UTA, strengthens coordination efforts, and provides dedicated state funding to support major transit investments across the region. These state funds can also be used to leverage additional grant funding.

The following projects represent current UDOT and UTA partnerships established under House Bill 322:



#### FrontRunner 2X

Double tracking of UTA's FrontRunner system to increase overall capacity and frequency of this service



#### **Point of the Mountain Improvements**

Tied to FrontRunner 2X; includes a new station and double tracking in the Bluffdale area



#### **S-Line Extension**

Extension of the S-Line streetcar line going up to Highland Drive



#### Midvalley Connector (Midvalley Express, MVX)

Bus rapid transit route going from Murray Central Station to West Valley Central Station



#### **FrontRunner South Extension**

Early efforts relating to a FrontRunner extension going from Provo to Payson



#### **Sharp/Tintic Rail Corridor Connection**

Connection between two existing rail corridors that would facilitate a future FrontRunner extension from Provo to Payson



# TRAX Orange Line Implementation and Red Line Realignment

Future light rail system improvements around the downtown Salt Lake City and University of Utah area



The recent passage of **Senate Bill 174 (2025)**, titled Transit and Transportation Governance Amendments, further strengthens the coordination between UDOT, UTA, and other stakeholders in the development of transit projects.

This bill expands UDOT's oversight over fixed guideway projects, specifically ensuring that UDOT is the lead agency for projects that receive state funding. Under this new legislation, UDOT will not only oversee project delivery but also be responsible for the planning, design, and construction of major transit projects, ensuring they align with state transportation priorities.

The funding allocated through Senate Bill 174 will support a variety of fixed guideway transit projects, including the extension of light rail systems, development of bus rapid transit (BRT) corridors, and the creation of new commuter rail lines. It also enables the construction of new transit stations, modernization of existing infrastructure, and improvements to key transit hubs.

This funding is designed to facilitate the growth of the regional transit network, expanding service to underserved areas, reducing congestion, and improving overall connectivity. Additionally, projects supported by the bill will prioritize sustainability through eco-friendly technologies, such as electric buses and energy-efficient transit systems.

For more information, visit:

https://wfrc.org/wp-content/uploads/2025/01/SB-174-2025-Transitand-Transportation-Governance-Amendments-Summary\_UTA-Final-2.pdf

#### CONCLUSION

As UTA moves forward with the 2026-2030 Five-Year Capital Plan, our commitment remains rooted in delivering safe, efficient, and forward-thinking transit solutions that keep pace with Utah's rapid growth and evolving mobility needs. This plan reflects not only our investment in infrastructure but also our investment in people — ensuring that riders of all ages and abilities can access opportunities, connect with their communities, and travel with confidence.

Looking ahead, collaboration will remain key to our success. We are grateful for the continued support of our regional partners, state and federal agencies, and the many communities we serve. Together, we will turn this vision into reality — expanding service, modernizing systems, and building a more connected and resilient future for Utah. With transparency, fiscal responsibility, and innovation guiding our path, UTA is excited to continue moving Utahns toward a better quality of life.









**UTA's focus remains** on aligning today's investments with tomorrow's transit needs.

#### 2026-2030 Five-Year Capital Plan - Project Key (Selected Projects)

UTA's Five-Year Capital Plan consists of a list of projects over the next five years that UTA plans to execute on. The typical project is identified by a six-digit grouping of letters and numbers to make up the unique project code. The letters are tied to the type of project being referenced and a general description of those letter groupings is provided below. The grouping of numbers represents a numerical value used provide a unique number so these projects can be easily tracked. The main project groupings are as follows:

FMA Projects: Facilities, public safety, and security projects

ICI Projects: Information Technology projects

MSP Projects: General capital projects

REV Projects: Vehicles purchases or repairs

SGR Projects: State of Good Repair projects. Projects used for major rehabilitation or replacements of existing assets.

#### **Project Explanation:**

- 1) FMA698- Midvale RSC Operations work space and amenity remodel
  - a. Workspace and amenity remodel at Midvale Rail Service Center for the Operations group
- 2) MSP132- IPCS Tech Support
  - a. UTA uses the Internal Project Control System to track capital costs and handle the grants tracking function. This project includes funding for ongoing tech support needed to address system performance or implement system improvements.
- 3) MSP156- Prop 1 Davis County
  - a. Project to construct bus stops in Davis county.
- 4) MSP189- Signal Pre-emption Projects w/UDOT
  - a. Project used to perform signal system improvements along UTA's corridor. These improvements are done in conjunction with UDOT.
- 5) MSP208- Clearfield FR Station Trail
  - a. Walking path construction that connects the south end of the Clearfield Station to Antelope Drive and the Freeport Center.
- 6) MSP215- Sharp/Tintic Rail Corridor Connection
  - a. UDOT led project that UTA is supporting. Project location is in Springville and will eventually connect the two rail corridors and provide a necessary connection for the FrontRunner extension to Payson.

- 7) MSP248- Planning & Environmental Analysis
  - a. Project used to carry out minor planning and environmental analysis projects.
- 8) MSP254- Orange/Red Line Realignment
  - a. Formerly known as TechLink. UDOT is leading this project with UTA support. Early concepts call for adding a new rail extension from Ball Park Station thru the Granary District and also an extension at the University of Utah through Research Park.
- 9) MSP263-TOD Working Capital
  - a. Transit Oriented Development Working Capital- project used for UTA TOD interests.
- 10) MSP301- Federal Bus Stops 5339
  - a. Construction of bus stops using 5339 Federal Formula Funds.
- 11) MSP312- FrontRunner Point Improvement
  - a. UDOT lead project UTA is supporting. Project is part of the FrontRunner 2X program and is specifically focused on the Bluffdale station and three additional areas of double-track.
- 12) MSP320- TRAX Forward
  - a. Planning efforts relating to UTA's core projects leading up to the 2034
     Olympics.
- 13) MSP325- 200 South-Phase III-Transit Signal Priority
  - a. Project in partnership with UDOT and Salt Lake City to continue Transit Signal priority efforts along 200 South
- 14) SGR412- PCC Replacement
  - Replacement of the original Blue line Power Control Cabinets at the various stations. Power control cabinets provide power to the station electronics including signs, snow melt, etc.
- 15) SGR414- Rail Grinding
  - a. Effort to bring in 3<sup>rd</sup> party to perform rail grinding on UTA's system. Rail grinding is a maintenance practice where the rail is ground to remove defects, restore some rail profile as much as possible, and improve the contact between the vehicle wheels and the rail.
- 16) SGR415- Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria

  Development
  - a. Development effort for the rail grinding project listed above.
- 17) ICI001- Passenger Information
- a. Replacement of the passenger information signs at various rail stations
   18) ICI214- APC Upgrade

a. Replacement of the automatic passenger counters on the light rail system. May later be expanded to FrontRunner.

#### 19) ICI230- Operations System

 a. The implementation of the Workforce and Enterprise Asset Management System (Trapeze)

#### 20) ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet

a. This will help to expedite and create a more efficient process for collection for our self-pay riders. This will also make it easier for riders and our South Salt Lake Business unit to collect and reconcile fares, particularly for those riders who received funding through the state to utilized UTA's services.

#### 21) FMA681- Arc Flash Analysis

 a. OSHA requirement to provide proper notification/information around electrical breaker boxes. Provide users with information regarding voltages, proper PPE, etc. Has to be updated every 5 years.

#### 22) CDA006- 5310 Administration Funds All Years

a. Project that supports the administration of the 5310 program at UTA. Primarily staff salary costs.

#### 23) ICI234- Coordinated Mobility IT Support

a. Pass through funds from the state to support UTA's Coordinated Mobility Program and some of the systems they support.

#### 24) MSP222 - FFY 2018 20-1903 P/O 5310

a. Federal Fiscal Year 2018 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Provo/Orem area.

#### 25) MSP276 - FFY 2022 UT 2023 SL/WV 5310

a. Federal Fiscal Year 2022 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley area.

#### 26) MSP277 - FFY 2022 UT-2023-024 P/O 5310

a. Federal Fiscal Year 2022 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Provo/Orem area.

#### 27) MSP278 - FFY 2022 UT02023 O/L 5310

a. Federal Fiscal Year 2022 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Ogden/Layton area.

#### 28) MSP279 - FFY 2021 UT-2023-013 O/L 5310

a. Federal Fiscal Year 2021 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Ogden/Layton area.

#### 29) MSP280 - FFY 2021 UT-2023-014 SL/WV 5310

a. Federal Fiscal Year 2021 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley area.

#### 30) MSP281 - FFY 2021 UT-2023-023 P/O 5310

a. Federal Fiscal Year 2021 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Provo/Orem area.

#### 31) MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310

a. Federal Fiscal Year 2019 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Provo/Orem area.

#### 32) MSP302 - FFY 2024 O/L 5310

a. Federal Fiscal Year 2024 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Ogden/Layton area.

#### 33) MSP303 - FFY 2023 O/L 5310

a. Federal Fiscal Year 2023 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Ogden/Layton area.

#### 34) MSP304 - FFY 2023 P/O 5310

a. Federal Fiscal Year 2023 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Provo/Orem area.

#### 35) MSP305 - FFY 2023 SL/WV 5310

 Federal Fiscal Year 2023 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley area.

#### 36) MSP306 - FFY 2026 All UZAs 5310

a. Federal Fiscal Year 2026 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley, Provo/Orem, and Ogden/Layton areas.

#### 37) MSP307 - FFY 2025 All UZAs 5310

a. Federal Fiscal Year 2025 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley, Provo/Orem, and Ogden/Layton areas.

#### 38) MSP308 - FFY 2024 SL/WV 5310

a. Federal Fiscal Year 2024 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley area.

#### 39) MSP309 - FFY 2024 P/O 5310

a. Federal Fiscal Year 2024 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Provo/Orem area.

#### 40) MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310

a. Federal Fiscal Year 2019 5310 Federal Funds for the Coordinated Mobility program. These are pass-through funds used to support efforts in the Salt Lake/West Valley area.

#### 41) REV239 - HB322 Future Rail Car Purchase Payment

 a. Annual payment to UDOT as part of HB322 where UTA will contribute \$75,000,000 over 15 years to future rail car purchases

#### 42) FMA703- Police RMS/CAD

a. Replacement project for the Police Department's Record Management System and their Dispatch Computer Aided Dispatch (CAD) systems. UTA has been using these current systems for over 10 years now.

#### 43) FMA705 - HEP Load Bank for HEP Trainer

a. Used to purchase a full-scale head-end power unit for training purposes. A head-end power unit is basically the locomotive's engine.

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
Capital Services	271,488,000	211,221,000	180,425,000	142,615,000	81,694,000	887,443,000
FMA516 - Corridor Fencing	50,000	50,000	50,000	50,000	50,000	250,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	1,040,000	540,000	500,000	500,000	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	2,336,000	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	-	-	-	2,010,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
FMA698- Midvale RSC Operations work space and amenity remodel	- 1 205 200	589,000	-	-	-	589,000
FMA699- Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
FMA700 - Elevator Replacements- Farmington Station	125.000	50,000	600,000	-	-	650,000
FMA701 - Escalators Replacement- North Temple Station	125,000 320,000	1,000,000	-	-	-	1,125,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement MSP132 - IPCS Tech Support	35,000	35,000	35,000	35,000	35,000	320,000 175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	500,000	33,000	33,000	2,500,000
MSP156- Prop 1 Davis County	100,000	1,000,000	300,000	-	-	100,000
MSP185 - Ogden/Weber State University BRT	3,500,000	_	_	_	_	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	-	4,800,000
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	21,618,000	4,860,000	1,415,000	94,000	32,987,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	200,000	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	70,000	70,000	-	-	1,640,000
MSP216 - Point of the Mountain Transit	231,000	200,000	200,000	200,000	2,102,000	2,933,000
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	511,000	511,000	10,000	10,000	10,000	1,052,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	2,856,000	3,156,000	2,693,000	2,693,000	-	11,398,000
MSP253 - Mid-Valley Connector	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - Orange/Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	- 11.052.000	-	- 2 720 000	-	-	- 20 200 000
MSP258 - Mt. Ogden Admin Bldg. Expansion	11,062,000	15,500,000	2,738,000	-	-	29,300,000
MSP259 - S-Line Extension MSP260 - 5600 West Bus Route	30,086,000	1,285,000	1 500 000	-	-	31,371,000
MSP260 - S600 West Bus Route  MSP262 - SL Central HQ Office	3,200,000 760,000	17,000,000	1,500,000	-	-	21,700,000
MSP263 - TOD Working Capital	1,662,000	688,000	688,000	688,000	688,000	760,000 4,414,000
MSP264 - FrontRunner South Extension	2,300,000	300,000	300,000	300,000	-	3,200,000
MSP265 - Program Management Support	4,000,000	3,730,000	3,730,000	3,730,000	3,730,000	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	7,250,000
MSP271 - MOW Training Yard	1,500,000	_	_	-	_	1,500,000
	1,500,000					1,500,000

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000
MSP286 - Utah County Park & Ride Lots	3,200,000	-	-	-	-	3,200,000
MSP287 - 900 East UVX Station	212,000	-	-	-	-	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	2,440,000
MSP312 - FrontRunner Point Improvements	300,000	300,000	-	300,000	300,000	1,200,000
MSP320- TRAX Forward	100,000	100,000	100,000	100,000	100,000	500,000
MSP324 - Bus Stop Amenities	400,000	1,600,000	410,000	10,000	10,000	2,430,000
MSP325- 200 South-Phase III-Transit Signal Priority	1,285,000	2,785,000	428,000	-	-	4,498,000
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	-	-	-	11,000	87,000	98,000
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	11,000	94,000	105,000
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	9,000	100,000	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	2,000,000	2,000,000	2,500,000	2,000,000	10,500,000
REV209 - Paratransit Replacements	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Replacement Buses	16,580,000	24,857,000	13,888,000	25,640,000	22,861,000	103,826,000
REV224 - Bus Overhaul	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
REV232 - Van Pool Van Replacements	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
REV236 - VW Battery Buses	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	18,830,000	68,153,000	40,697,000	4,690,000	186,692,000
REV241 - NRV Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Replacement Non-rev equipment/special vehicles	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	1,000	21,309,000	-	-	-	21,310,000
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	1,000	3,406,000	-	3,407,000
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	1,200,000	1,050,000	-	-	3,300,000
SGR040 - Light Rail Vehicle Rehab	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - LRT Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Commuter Rail Engine Overhaul	2,800,000	-	-	-	-	2,800,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	460,000	500,000	520,000	540,000	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	2,250,000	3,250,000	5,100,000	1,250,000	18,100,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	8,500,000	20,000,000	15,000,000	15,000,000	61,500,000
SGR393 - Grade Crossing Replacement Program	2,000,000	2,500,000	2,500,000	2,500,000	2,500,000	12,000,000
SGR397 - TPSS Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - OCS Rehab/Replace	4,462,000	2,000,000	3,625,000	5,000,000	2,500,000	17,587,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,500,000	6,500,000	6,500,000	6,500,000	6,000,000	32,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	5,600,000	6,700,000	6,900,000	3,300,000	25,000,000
SGR407 - Bus Stop Enhancements	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - Route End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000
SGR409 - System Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,900,000	-	-	-	-	1,900,000
SGR413 - TPSS Building Rehab	100,000	1,000,000	-	-	-	1,100,000
SGR414- Rail Grinding	-	1,300,000	2,600,000	1,300,000	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	130,000
Enterprise Strategy	14,851,000	2,555,000	3,435,000	2,875,000	3,150,000	26,866,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	50,000	50,000	-	-	150,000
ICI179- Network Infrastructure Equipment & Software	1,200,000	800,000	500,000	500,000	500,000	3,500,000
ICI186 - In-House Application Development ICI197 - Bus Communications On-Board Technology	150,000	150,000	150,000	150,000	150,000	750,000
ICI197 - Bus Communications On-Board Technology  ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	475,000	150,000	260,000	495,000	550,000	1,930,000
ICI199 - Rail Communication Onboard Tech		-	200,000	455,000	-	1,530,000
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	300,000	1,600,000	880,000	1,100,000	4,380,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	-	-	-	4,000,000
ICI230- Operations System	5,356,000	180,000	-	-	-	5,536,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000	100,000	-	-	-	245,000
ICI233- Technology Systems- State of Good Repair	175,000	125,000	175,000	150,000	150,000	775,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	700,000	700,000	700,000	700,000	3,500,000
Executive Director (Safety)	1,485,000	843,000	907,000	1,007,000	770,000	5,012,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - Camera Sustainability	645,000	636,000	500,000	600,000	650,000	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	-	87,000	287,000	287,000	-	661,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	10 518 000	10 445 000	10 484 000	10 205 000	100,000
Finance CDA006 - 5310 Administration Funds All Years	32,646,000 322,000	10,518,000 332,000	10,445,000 342,000	10,484,000 352,000	10,395,000 370,000	74,488,000 <b>1,718,000</b>
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	123,000	40,000	69,000	25,000	322,000
ICI213 - eVoucher Phase 2		123,000	-	-	23,000	322,000
ICI222 - Fares Systems Replacement Program	10,209,000	-	-	-	-	10,209,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	-	252,000
MSP222 - FFY 2018 20-1903 P/O 5310	12,000	32,000	-	3-,0		-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000	-	-	-	-	100,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000	-	-	-	-	275,000
MSP278 - FFY 2022 UT02023 O/L 5310	175,000	-	-	-	-	175,000
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000					20,000
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	105,000	-	-	-	-	105,000
MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	-	-	-	5,000
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	-	-	-	-	15,000

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
MSP302 - FFY 2024 O/L 5310	900,000	-	-	-	-	900,000
MSP303 - FFY 2023 O/L 5310	320,000	-	-	-	-	320,000
MSP304 - FFY 2023 P/O 5310	450,000	-	-	-	-	450,000
MSP305 - FFY 2023 SL/WV 5310	1,303,000	-	-	-	-	1,303,000
MSP306 - FFY 2026 All UZAs 5310	3,360,000	-	-	-	-	3,360,000
MSP307 - FFY 2025 All UZAs 5310	3,262,000	-	-	-	-	3,262,000
MSP308 - FFY 2024 SL/WV 5310	1,054,000	-	-	-	-	1,054,000
MSP309 - FFY 2024 P/O 5310	643,000	-	_	-	-	643,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Operations	8,974,000	15,328,000	11,200,000	9,080,000	6,800,000	51,382,000
FMA543 - Police Fleet Vehicles	1,138,000	1,172,000	725,000	730,000	1,000,000	4,765,000
FMA652 - Facilities Equipment Replacement	2,000,000	2,000,000	2,000,000	800,000	800,000	7,600,000
FMA653 - Facilities Rehab/Replacement	1,253,000	890,000	1,025,000	720,000	670,000	4,558,000
FMA672 - Park & Ride Rehab/Replacement	480,000	480,000	480,000	480,000	480,000	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	495,000	500,000	300,000	500,000	2,355,000
FMA684 - Police Equipment	275,000	275,000	475,000	350,000	350,000	1,725,000
FMA685 - Wheel Truing Machine JRSC	233,000	1,977,000	-	-	-	2,210,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-
FMA703- Police RMS/CAD	5,000	2,100,000	-	-	-	2,105,000
FMA704 - Floor Restoration Mt.Ogden	-	939,000	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	1,600,000	600,000	-	-	-	2,200,000
SGR416 - LRV Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000
SGR417 - LRV 1168 Accident Repairs	1,280,000	1,550,000	145,000	-	-	2,975,000
People	50,000	-	-	-	-	50,000
FMA705 - HEP Load Bank for HEP Trainer	50,000	-	-	-	-	50,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-
Planning & Engagement	2,244,000	1,509,000	1,520,000	1,445,000	1,445,000	8,163,000
MSP198 - Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	445,000	445,000	445,000	445,000	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000
MSP294 - Planning Studies	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	300,000	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-
Grand Total	331,738,000	241,974,000	207,932,000	167,506,000	104,254,000	1,053,404,000

ffice/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	887,443,000	169,704,000	296,297,000	158,799,000	21,664,000	61,080,000	23,527,000	156,372,000
FMA516 - Corridor Fencing	250,000	-	-	-	-	-	-	250,000
FMA679 - Building Remodels/Reconfigurations	3,770,000	-	-	-	-	-	-	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	2,336,000	-	-	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	1,540,000	-	-	-	-	470,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	240,000
FMA698- Midvale RSC Operations work space and amenity remodel	589,000	-	-	-	-	-	-	589,000
FMA699- Facility Strategic Plan: Electrical Systems Remediation	9,024,000	-	7,218,000	-	-	-	-	1,806,000
FMA700 - Elevator Replacements- Farmington Station	650,000	-	520,000	-	-	-	-	130,000
FMA701 - Escalators Replacement- North Temple Station	1,125,000	-	900,000	-	-	-	-	225,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - IPCS Tech Support	175,000	-	-	-	-	-	-	175,000
MSP140 - Box Elder County Corridor Preservation	2,500,000	-	-	-	-	-	2,500,000	-
MSP156- Prop 1 Davis County	100,000	-	-	-	-	-	-	100,000
MSP185 - Ogden/Weber State University BRT	3,500,000	-	3,255,000	-	-	-	-	245,000
MSP189 - Signal Pre-emption Projects w/UDOT	1,500,000	-	-	-	1,500,000	-	-	-
MSP193 - Weber County Corridor Preservation	4,800,000	-	1,200,000	-	-	-	3,600,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	32,987,000	-	6,500,000	-	-	18,000,000	7,498,000	989,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	200,000	-	-	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,640,000	-	-	-	-	-	-	1,640,000
MSP216 - Point of the Mountain Transit	2,933,000	-	-	-	-	2,933,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	1,052,000	-	-	-	-	-	-	1,052,000
MSP248 - Planning & Environmental Analysis	1,500,000		-	-	-	-	-	1,500,000
MSP252 - FrontRunner 2X	11,398,000		-	-	11,398,000	-	-	-
MSP253 - Mid-Valley Connector	35,396,000	-	21,292,000	-	3,615,000	10,489,000	-	-
MSP254 - Orange/Red Line Realignment	500,000	-	-	-	500,000	-	-	-
MSP255 - Central Corridor	20 200 000	-	7 700 000	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	29,300,000	21,512,000	7,788,000	-	2 454 000	10 122 000		2.756.000
MSP259 - S-Line Extension	31,371,000		44.075.000	-	3,451,000	18,133,000	6,031,000	3,756,000
MSP260 - 5600 West Bus Route	21,700,000		11,975,000	-	-	9,725,000	-	760.000
MSP262 - SL Central HQ Office	760,000	-	-	-	-	-	-	760,000
MSP263 - TOD Working Capital	4,414,000		-	-	-	1 000 000	1 400 000	4,414,000
MSP264 - FrontRunner South Extension	3,200,000		-	-	-	1,800,000	1,400,000	40.020.022
MSP265 - Program Management Support	18,920,000		-	-	-	-	-	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	-	-	7,250,00

							Sum of Local	
	Sum of Total	Sum of Bond-	Sum of Grants - Award		Sum of State-	Sum of TTIF-		Sum of UTA
Office/Projects	Budget- Rounded	Rounded	Executed- Rounded	Rounded	Rounded	Rounded	Rounded	Local- Rounded
MSP271 - MOW Training Yard	1,500,000	-	-	-	-	-	-	1,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000
MSP286 - Utah County Park & Ride Lots	3,200,000	-	2,976,000	-	-	-	-	224,000
MSP287 - 900 East UVX Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	500,000	-	-	-	-	-	-	500,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	-	-	2,440,000
MSP312 - FrontRunner Point Improvements	1,200,000	-	-	-	1,200,000	-	-	-
MSP320- TRAX Forward	500,000	-	-	-	-	-	-	500,000
MSP324 - Bus Stop Amenities	2,430,000	-	-	-	-	-	-	2,430,000
MSP325- 200 South-Phase III-Transit Signal Priority	4,498,000	-	2,000,000	-	-	-	2,498,000	-
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	98,000	-	-	-	-	-	-	98,000
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	105,000	-	-	-	-	-	-	105,000
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	109,000	-	-	-	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	10,500,000	-	-	10,500,000	-	-	-	-
REV209 - Paratransit Replacements	33,776,000	-	-	33,776,000	-	-	-	-
REV211 - Replacement Buses	103,826,000	-	-	103,326,000	-	-	-	500,000
REV224 - Bus Overhaul	10,000,000	-	-	-	-	-	-	10,000,000
REV232 - Van Pool Van Replacements	8,000,000	-	-	8,000,000	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	186,692,000	148,192,000	38,500,000	-	_	_	_	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	550,000	-	-	-	-	-	-	550,00
REV242 - Replacement Non-rev equipment/special vehicles	4,500,000	_	-	-	_	_	_	4,500,00
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	21,310,000	_	18,112,000	3,197,000	-	-	_	1,00
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	3,407,000	_	-	-	-	_	_	3,407,00
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	3,300,000	_	-	_	_	_	_	3,300,00
SGR040 - Light Rail Vehicle Rehab	31,881,000	_	25,505,000	_	_	_	_	6,376,00
SGR047 - LRT Stray Current Control	2,500,000	_	25,505,000	_	_	_	_	2,500,000
SGR353 - Commuter Rail Engine Overhaul	2,800,000	_	2,604,000	_	_	-	_	196,00
SGR359 - Bridge Rehabilitation & Maintenance	2,460,000	_	2,004,000	_	_	_	_	2,460,000
SGR370 - Red Signal Enforcement	2,400,000	_	_	_	_	-	_	
SGR385 - Rail Replacement Program	18,100,000	_	14,480,000	_	_	_	_	3,620,000
SGR390 - Jordan River #2 Remodel	50,000	_	14,480,000	_	_	_	_	50,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	61,500,000	_	49,200,000	_	_	-	_	12,300,000
SGR393 - Grade Crossing Replacement Program	12,000,000	_	9,600,000	-	_			2,400,000
		-		-	-	-	-	
SGR397 - TPSS Component Replacement	1,000,000	-	800,000	-	-	-	-	200,000
SGR398 - OCS Rehab/Replace	17,587,000	-	14,070,000	-	-	-	-	3,517,000
SGR401 - Ballast and Tie replacement	1,500,000	-	25 600 600	-	-	-	-	1,500,000
SGR403 - Train Control Rehab & Replacement	32,000,000	-	25,600,000	-	-	-	-	6,400,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	25,000,000	-	20,000,000	-	-	-	-	5,000,000
SGR407 - Bus Stop Enhancements	10,705,000	-	-	-	-	-	-	10,705,000
SGR408 - Route End of Line (EOL) Enhancements	4,435,000	-	3,548,000	-	-	-	-	887,000

					Sum of Local			
	Sum of Total	Sum of Bond-	Sum of Grants - Award	Sum of Lease-	Sum of State-	Sum of TTIF-	Partner-	Sum of UTA
Office/Projects	Budget- Rounded	Rounded	Executed- Rounded	Rounded	Rounded	Rounded	Rounded	Local- Rounded
SGR409 - System Restrooms	9,901,000	-	-	-	-	-	-	9,901,000
SGR410 - Fiber Rehab/Replacement	3,452,000	-	2,762,000	-	-	-	-	690,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,900,000	-	1,520,000	-	-	-	-	380,000
SGR413 - TPSS Building Rehab	1,100,000	-	880,000	-	-	-	-	220,000
SGR414- Rail Grinding	5,200,000	-	-	-	-	-	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria								
Development	130,000	-	-	-	-	-	-	130,000
Enterprise Strategy	26,866,000	-	3,200,000	-	-	-	-	23,666,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	150,000	-	-	-	-	-	-	150,000
ICI179- Network Infrastructure Equipment & Software	3,500,000	-	-	-	-	-	-	3,500,000
ICI186 - In-House Application Development	750,000	-	-	-	-	-	-	750,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	1,930,000	-	-	-	-	-	-	1,930,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	4,380,000	-	-	-	-	-	-	4,380,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	750,000	-	-	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	4,000,000	-	3,200,000	-	-	-	-	800,000
ICI230- Operations System	5,536,000	-	-	-	-	-	-	5,536,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	245,000		-	-	-	-	-	245,000
ICI233- Technology Systems- State of Good Repair	775,000		-	-	-	-	-	775,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	3,500,000	-	-	-	-	-	-	3,500,000
Executive Director (Safety)	5,012,000			-	-	-	-	5,012,000
FMA604 - Safety General Projects	600,000		-	-	-	-	-	600,000
FMA645 - Camera Sustainability	3,031,000		-	-	-	-	-	3,031,000
FMA658 - Bus Replacement Camera System	620,000		-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	661,000		-	-	-	-	-	661,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000		_	_	_	_	-	100,000
Finance	74,488,000		18,174,000				3,826,000	52,488,000
CDA006 - 5310 Administration Funds All Years	1,718,000		1,718,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	322,000		-,,,,,,,,	_	_	-	-	322,000
ICI213 - eVoucher Phase 2	-	-	_	_	_	_	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	8,167,000	-	-	-	-	2,042,000
ICI234 - Coordinated Mobility IT Support	252,000		252,000	-	-	-	-	
MSP222 - FFY 2018 20-1903 P/O 5310	-	_	-	-	-	-	_	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000		69,000	-	<u>-</u>	-	25,000	6,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000		200,000	-	-	-	72,000	
MSP278 - FFY 2022 UT02023 O/L 5310	175,000		128,000	_	_	-	44,000	
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000		20,000	-	_	-	-44,000	5,000

	Composit and a	Company December 1	Sum of Guarden A	Cum of Lance	Compact Charles	Compact TILE	Sum of Local	Comp of LITA
Office/Projects	Sum of Total	Sum of Bond-	Sum of Grants - Award		Sum of State-	Sum of TTIF-	Partner- Rounded	Sum of UTA Local- Rounded
Office/Projects MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	Budget- Rounded 105,000	Rounded	Executed- Rounded 105,000	Rounded	Rounded	Rounded	Rounded	Local- Rounded
MSP280 - FFY 2021 01-2023-014 SL/WV 5310 MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	5,000	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	_	12,000	_	_	-	3,000	_
MSP302 - FFY 2024 O/L 5310	900,000	_	611,000	-	_	-	240,000	49,000
MSP303 - FFY 2023 O/L 5310	320,000	-	223,000	-	-	-	95,000	2,000
MSP304 - FFY 2023 P/O 5310	450,000	-	332,000	-	-	-	90,000	28,000
MSP305 - FFY 2023 SL/WV 5310	1,303,000	-	885,000	-	-	-	415,000	3,000
MSP306 - FFY 2026 All UZAs 5310	3,360,000	-	2,179,000	-	-	-	1,181,000	-
MSP307 - FFY 2025 All UZAs 5310	3,262,000	-	2,116,000	-	-	-	1,146,000	-
MSP308 - FFY 2024 SL/WV 5310	1,054,000	-	732,000	-	-	-	322,000	-
MSP309 - FFY 2024 P/O 5310	643,000	-	420,000	-	-	-	193,000	30,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	25,000,000	-	-	-	-	-	-	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	-	25,000,000
Operations	51,382,000	-	25,631,000	-	-	-	-	25,751,000
FMA543 - Police Fleet Vehicles	4,765,000	-	3,811,000	-	-	-	-	954,000
FMA652 - Facilities Equipment Replacement	7,600,000	-	4,800,000	-	-	-	-	2,800,000
FMA653 - Facilities Rehab/Replacement	4,558,000	-	-	-	-	-	-	4,558,000
FMA672 - Park & Ride Rehab/Replacement	2,400,000	-	-	-	-	-	-	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	2,355,000	-	-	-	-	-	-	2,355,000
FMA684 - Police Equipment	1,725,000	-	1,380,000	-	-	-	-	345,000
FMA685 - Wheel Truing Machine JRSC	2,210,000	-	1,600,000	-	-	-	-	610,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	- 2.405.000	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	2,105,000	-	-	-	-	-	-	2,105,000
FMA704 - Floor Restoration Mt.Ogden	939,000	-	-	-	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project SGR386 - LRV repairs for 1137 and 1122	2 200 000	-	-	-	-	-	-	2 200 000
SGR416 - LRV Collision Avoidance System	2,200,000 17,550,000	-	14,040,000	-	-	-	-	2,200,000 3,510,000
SGR417 - LRV 1168 Accident Repairs	2,975,000	_	14,040,000	-	-	_	-	2,975,000
People	50,000	-	-	-	-	-	-	50,000
FMA705 - HEP Load Bank for HEP Trainer	50,000	_	_	_	_	-	_	50,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	_	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	8,163,000	-			-			8,163,000
MSP198 - Wayfinding Plan	3,000,000	-	-	-	-	-	-	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	2,713,000	-	-	-	-	-	-	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	500,000	-	-	-	-	-	-	500,000
MSP294 - Planning Studies	1,500,000	-	-	-	-	-	-	1,500,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	150,000	-	-	-	-	-	-	150,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	300,000	-	-	-	-	-	-	300,000

							Sum of Local	
	Sum of Total	Sum of Bond-	Sum of Grants - Award	Sum of Lease-	Sum of State-	Sum of TTIF-	Partner-	Sum of UTA
Office/Projects	Budget- Rounded	Rounded	Executed- Rounded	Rounded	Rounded	Rounded	Rounded	Local- Rounded
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	1,053,404,000	169,704,000	343,302,000	158,799,000	21,664,000	61,080,000	27,353,000	271,502,000

	Sum of Total	Sum of Bond-	Sum of Grants - Award Executed-	Sum of Loace	Sum of State-	Sum of TTIE	Sum of Local Partner-	Sum of UTA Loca
Office/Projects	Budget- Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded
Capital Services	271,488,000	47,285,000	88,086,000	36,714,000	10,622,000	31,050,000	9,652,000	48,079,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	-	-	-	-	-	-	1,190,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Electrification	2,336,000	-	-	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	1,540,000	-	-	-	-	470,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	240,000
FMA698- Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699- Facility Strategic Plan: Electrical Systems Remediation	1,395,000	-	1,116,000	-	-	-	-	279,000
FMA700 - Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station	125,000	-	100,000	-	-	-	-	25,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156- Prop 1 Davis County	100,000	-	-	-	-	-	-	100,000
MSP185 - Ogden/Weber State University BRT	3,500,000	-	3,255,000	-	-	-	-	245,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	-	464,000	-	-	3,929,000	536,000	71,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	200,000	-	-	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	-	-	-	-	-	-	1,500,000
MSP216 - Point of the Mountain Transit	231,000	-	-	-	-	231,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	511,000	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,856,000	-	-	-	2,856,000	-	-	-
MSP253 - Mid-Valley Connector	31,715,000	-	21,292,000	-	3,615,000	6,808,000	-	-
MSP254 - Orange/Red Line Realignment	100,000	-		-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	11,062,000	3,274,000	7,788,000	-	-	-	-	-
MSP259 - S-Line Extension	30,086,000	-	-	-	3,451,000	16,848,000	6,031,000	3,756,000
MSP260 - 5600 West Bus Route	3,200,000	-	1,766,000	-	-	1,434,000	-	-
MSP262 - SL Central HQ Office	760,000	-	-	-	-	-	-	760,000
MSP263 - TOD Working Capital	1,662,000	-	-	-	-	-	-	1,662,000
MSP264 - FrontRunner South Extension	2,300,000	-	-	-	-	1,800,000	500,000	-
MSP265 - Program Management Support	4,000,000	-	-	_	_	-	_	4,000,000

			Sum of Grants -				Sum of Local	
Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Partner- Rounded	Sum of UTA Loca Rounded
MSP267 - New Maintenance Training Facility	7,250,000	-	- Rounded	-	-	-	-	7,250,000
MSP271 - MOW Training Yard	1,500,000	-	_	-	_	_	_	1,500,000
MSP272 - TRAX Operational Simulator		_	_	_	_	-	_	_,555,555
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000
MSP286 - Utah County Park & Ride Lots	3,200,000	-	2,976,000	-	-	-	-	224,000
MSP287 - 900 East UVX Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	2,440,000	-	-	-	-	-	-	2,440,000
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320- TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	400,000	-	-	-	-	-	-	400,000
MSP325- 200 South-Phase III-Transit Signal Priority	1,285,000	-	600,000	-	-	-	685,000	-
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	9,000	-	-	-	-	-	-	9,00
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Replacements	16,634,000	-	-	16,634,000	-	-	-	-
REV211 - Replacement Buses	16,580,000	-	-	16,480,000	-	-	-	100,00
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,00
REV232 - Van Pool Van Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	44,011,000	10,311,000	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	150,000	-	-	-	-	-	-	150,00
REV242 - Replacement Non-rev equipment/special vehicles	500,000	-	-	-	-	-	-	500,00
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	1,000	-	-	-	-	-	-	1,00
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	-	-	-	-	-	-	1,050,00
SGR040 - Light Rail Vehicle Rehab	10,500,000	-	8,400,000	-	-	-	-	2,100,00
SGR047 - LRT Stray Current Control	500,000	-	-	-	-	-	-	500,00
SGR353 - Commuter Rail Engine Overhaul	2,800,000	-	2,604,000	-	-	-	-	196,00
SGR359 - Bridge Rehabilitation & Maintenance	440,000	-	-	-	-	-	-	440,00
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	-	5,000,000	-	-	-	-	1,250,00
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	-	-	50,00
SGR391 - Commuter Rail Vehicle Rehab and Replacement	3,000,000	-	2,400,000	-	-	-	-	600,00
SGR393 - Grade Crossing Replacement Program	2,000,000	-	1,600,000	-	-	-	-	400,00
SGR397 - TPSS Component Replacement	1,000,000	-	800,000	-	-	-	-	200,00
SGR398 - OCS Rehab/Replace	4,462,000	-	3,570,000	-	-	-	-	892,00
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,00
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,00
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	-	2,000,000	-	-	-	-	500,00

			Sum of Grants -				Sum of Local	
	Sum of Total	Sum of Bond-	Award Executed-			- Sum of TTIF-	Partner-	Sum of UTA Loca
Office/Projects	Budget- Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded
SGR407 - Bus Stop Enhancements	2,590,000	-	-	-	-	-	-	2,590,000
SGR408 - Route End of Line (EOL) Enhancements	1,115,000	-	892,000	-	-	-	-	223,000
SGR409 - System Restrooms	1,555,000	-	-	-	-	-	-	1,555,000
SGR410 - Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	-	140,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	1,900,000	-	1,520,000	-	-	-	-	380,000
SGR413 - TPSS Building Rehab	100,000	-	80,000	-	-	-	-	20,000
SGR414- Rail Grinding	-	-	-	-	-	-	-	-
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Developme	130,000	-	-	-	-	-	-	130,000
Enterprise Strategy	14,851,000	-	3,200,000	-	-	-	-	11,651,000
ICI001 - Passenger Information	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	1,200,000	-	-	-	-	-	-	1,200,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	475,000	-	-	-	-	-	-	475,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI202 - Radio Comm Infrastructure	-	-	-	_	_	_	_	-
ICI214 - APC Upgrade	750,000	-	-	_	_	_	_	750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	_	-	-	_	-
ICI226 - Radio Communication System	4,000,000	_	3,200,000	_	_	_	_	800,000
ICI230- Operations System	5,356,000	_	-	_	_	_	_	5,356,000
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	145,000	_	_	_	_	_	_	145,000
ICI233- Technology Systems- State of Good Repair	175,000	_	_	_	_	_	_	175,000
ICI235 - ERP Phase 2: Procurement	175,000	_	_	_	_	_	_	173,000
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	_	_	_	_	_	_	700,000
Executive Director (Safety)	1,485,000	-	_			-		1,485,000
		-	-	-	-	-	-	
FMA64F Compre Systema bility	120,000	-	-	-	-	-	-	120,000
FMAGES - Camera Sustainability	645,000	-	-	-	-	-	-	645,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Arc Flash Analysis	100.000	-	-	-	-	-	-	100.000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	100,000	-	46.500.000	-	-	-		100,000
Finance  CDA00C 5240 Administration Funds All Years	32,646,000	-	16,589,000	-	-	-	3,826,000	12,231,000
CDA006 - 5310 Administration Funds All Years	322,000	-	322,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	-	-	-	-	-	-	65,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	8,167,000	-	-	-	-	2,042,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP276 - FFY 2022 UT 2023 SL/WV 5310	100,000	-	69,000	-	-	-	25,000	6,000
MSP277 - FFY 2022 UT-2023-024 P/O 5310	275,000	-	200,000	-	-	-	72,000	3,000
MSP278 - FFY 2022 UT02023 O/L 5310	175,000	-	128,000	-	-	-	44,000	3,000

			Sum of Grants -				Sum of Local	
	Sum of Total	Sum of Bond-	Award Executed-		Sum of State-	Sum of TTIF-	Partner-	Sum of UTA Loca
Office/Projects	Budget- Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded
MSP279 - FFY 2021 UT-2023-013 O/L 5310	20,000	-	20,000	-	-	-	-	-
MSP280 - FFY 2021 UT-2023-014 SL/WV 5310	105,000	-	105,000	-	-	-	-	-
MSP281 - FFY 2021 UT-2023-023 P/O 5310	5,000	-	5,000	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	15,000	-	12,000	-	-	-	3,000	-
MSP302 - FFY 2024 O/L 5310	900,000	-	611,000	-	-	-	240,000	49,000
MSP303 - FFY 2023 O/L 5310	320,000	-	223,000	-	-	-	95,000	2,000
MSP304 - FFY 2023 P/O 5310	450,000	-	332,000	-	-	-	90,000	28,000
MSP305 - FFY 2023 SL/WV 5310	1,303,000	-	885,000	-	-	-	415,000	3,000
MSP306 - FFY 2026 All UZAs 5310	3,360,000	-	2,179,000	-	-	-	1,181,000	-
MSP307 - FFY 2025 All UZAs 5310	3,262,000	-	2,116,000	-	-	-	1,146,000	-
MSP308 - FFY 2024 SL/WV 5310	1,054,000	-	732,000	-	-	-	322,000	-
MSP309 - FFY 2024 P/O 5310	643,000	-	420,000	-	-	-	193,000	30,000
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	8,974,000	-	2,868,000	-	-	-	-	6,106,000
FMA543 - Police Fleet Vehicles	1,138,000	-	910,000	-	-	-	-	228,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	1,253,000	-	-	-	-	-	-	1,253,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	-	-	-	-	-	-	560,000
FMA684 - Police Equipment	275,000	-	220,000	-	-	-	-	55,000
FMA685 - Wheel Truing Machine JRSC	233,000	-	18,000	-	-	-	-	215,000
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	5,000	-	-	-	-	-	-	5,000
FMA704 - Floor Restoration Mt.Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	1,600,000	-	-	-	-	-	-	1,600,000
SGR416 - LRV Collision Avoidance System	150,000	-	120,000	-	-	-	-	30,000
SGR417 - LRV 1168 Accident Repairs	1,280,000	-	-	-	-	-	-	1,280,000
People	50,000	-	-	-	-	-	-	50,000
FMA705 - HEP Load Bank for HEP Trainer	50,000	-	-	-	-	-	-	50,000
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	2,244,000	-	-	-		-	-	2,244,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	-	-	-	-	-	-	933,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	-

			Sum of Grants -				Sum of Local	
	Sum of Total	Sum of Bond-	Award Executed-	Sum of Lease-	Sum of State-	Sum of TTIF-	Partner-	Sum of UTA Local
Office/Projects	Budget- Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	-	-	-	-	-	-	11,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	300,000	-	-	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	331,738,000	47,285,000	110,743,000	36,714,000	10,622,000	31,050,000	13,478,000	81,846,000

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	211,221,000	24,915,000	78,076,000	40,556,000	3,856,000	23,380,000	9,300,000	31,138,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	1,040,000	-	-	-	-	-	-	1,040,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698- Midvale RSC Operations work space and amenity remodel	589,000	-	-	-	-	-	-	589,000
FMA699- Facility Strategic Plan: Electrical Systems Remediation	3,008,000	-	2,406,000	-	-	-	-	602,000
FMA700 - Elevator Replacements- Farmington Station	50,000	-	40,000	-	-	-	-	10,000
FMA701 - Escalators Replacement- North Temple Station	1,000,000	-	800,000	-	-	-	-	200,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156- Prop 1 Davis County	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	21,618,000	-	4,780,000	-	-	10,596,000	5,515,000	727,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	-	-	-	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	511,000	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	3,156,000	-	-	-	3,156,000	-	-	-
MSP253 - Mid-Valley Connector	3,681,000	-	-	-	-	3,681,000	-	-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	15,500,000	15,500,000	-	-	-	-	-	-
MSP259 - S-Line Extension	1,285,000	-	-	-	-	1,285,000	-	-
MSP260 - 5600 West Bus Route	17,000,000	-	9,382,000	-	-	7,618,000	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-

ffice/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP275 - Station Area Planning	- Baaget Nounaea	- Rounded	- Rounded	-	-	-	- Rounded	-
MSP286 - Utah County Park & Ride Lots	-	_	-	-	_	_	_	_
MSP287 - 900 East UVX Station	_	_	_	_	_	_	_	_
MSP288 - Sustainability Project Pool	100,000	_	_	_	_	_	_	100,000
MSP293 - FrontRunner Shephard Lane	-	_	_	_	_	_	_	-
MSP300 - New TRAX platform in South Jordan	_	-	_	_	_	_	_	_
MSP301 - Federal Bus Stops 5339	_	_	_	-	_	_	_	_
MSP312 - FrontRunner Point Improvements	300,000	_	_	_	300,000	_	_	_
MSP320- TRAX Forward	100,000	_	_	-	-	_	-	100,00
MSP324 - Bus Stop Amenities	1,600,000	_	_	-	_	_	-	1,600,00
MSP325- 200 South-Phase III-Transit Signal Priority	2,785,000	_	1,200,000	-	_	_	1,585,000	1,000,00
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	2,783,000	_	1,200,000	-	_	_	1,383,000	_
MSP327 - (Grant Dependent) Charger at Grange Street and Wasaich & 5900 S	-	-	-	-		-	-	-
	100,000	_	_	_		-	_	100,00
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers		-	-		-	-	-	100,00
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Replacements	9,002,000			9,002,000		-		
REV211 - Replacement Buses	24,857,000	-	-	24,757,000	-	-	-	100,00
REV224 - Bus Overhaul	2,000,000	-	-	4 500 000	-	-	-	2,000,00
REV232 - Van Pool Van Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - VW Battery Buses	-		-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	18,830,000	9,415,000	9,415,000	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,00
REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	-	-	-	-	-	-	1,000,00
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	21,309,000	-	18,112,000	3,197,000	-	-	-	-
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,200,000	-	-	-	-	-	-	1,200,00
SGR040 - Light Rail Vehicle Rehab	8,919,000	-	7,135,000	-	-	-	-	1,784,00
SGR047 - LRT Stray Current Control	500,000	-	-	-	-	-	-	500,00
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	460,000	-	-	-	-	-	-	460,00
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	2,250,000	-	1,800,000	-	-	-	-	450,00
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	8,500,000	-	6,800,000	-	-	-	-	1,700,00
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,00
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	2,000,000	-	1,600,000	-	-	-	-	400,00
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,00
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,00
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	5,600,000	-	4,480,000	-	-	-	-	1,120,00
SGR407 - Bus Stop Enhancements	3,160,000	-	-	-	-	-	-	3,160,00
SGR408 - Route End of Line (EOL) Enhancements	1,600,000	-	1,280,000	-	-	-	-	320,00
SGR409 - System Restrooms	2,656,000	-	-	-	-	-	-	2,656,00
SGR410 - Fiber Rehab/Replacement	682,000	-	546,000	-	-	-	-	136,00
SGR411 - Farmington Station Ped Bridge Repairs	-	_	-	-	_	_	_	-
SGR412- PCC Replacement Project	-	_	-	-	-	_	-	_

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR413 - TPSS Building Rehab	1,000,000	-	800,000	-	-	-	-	200,000
SGR414- Rail Grinding	1,300,000	-	-	-	-	-	-	1,300,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Developr	r -	-	-	-	-	-	-	-
Enterprise Strategy	2,555,000	-	-	-	-	-	-	2,555,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	800,000	-	-	-	-	-	-	800,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	_	150,000
ICI197 - Bus Communications On-Board Technology	-	_	_	-	_	_	_	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	150,000	_	-	-	_	-	_	150,000
ICI199 - Rail Communication Onboard Tech	-	_	_	_	_	_	_	-
ICI201 - Server, Storage Infrastructure Equipment & Software	300,000	_	_	_	_	_	_	300,000
ICI202 - Radio Comm Infrastructure	-	_	_	_	_	-	_	500,000
ICI214 - APC Upgrade	_	_	_	-	_	_	_	_
ICI224 - JDE 9.2 Applications Upgrade UNx	-	_	_	-	_	_	_	-
ICI226 - Radio Communication System	_	_	_	-	_	_	_	_
ICI220 - Radio Communication System	180,000	_		-	_		_	180,000
ICI230 - Operations system ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	100,000	_	_	-	_		_	100,000
ICI233- Technology Systems- State of Good Repair	· · · · · · · · · · · · · · · · · · ·	-	-	-	-	_	-	125,000
	125,000	-	-	-	-	-	_	125,000
ICI235 - ERP Phase 2: Procurement	700.000							
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	843,000	-	-	-		-	-	843,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	636,000	-	-	-	-	-	-	636,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	87,000	-	-	-	-	-	-	87,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	10,518,000	-	395,000	-	-	-	-	10,123,000
CDA006 - 5310 Administration Funds All Years	332,000	-	332,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	123,000	-	-	-	-	-	-	123,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
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	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-

			Sum of Grants -				Sum of Local	
	Sum of Total	Sum of Bond-	Award Executed-	Sum of Lease-	Sum of State-	Sum of TTIF-	Partner-	Sum of UTA
fice/Projects	Budget- Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Local- Round
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,0
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,0
Operations	15,328,000	-	6,619,000	-	-	-	-	8,709,0
FMA543 - Police Fleet Vehicles	1,172,000	-	937,000	-	-	-	-	235,0
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,0
FMA653 - Facilities Rehab/Replacement	890,000	-	-	-	-	-	-	890,0
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,0
FMA673 - Stations and Platforms Rehab/Replacement	495,000	-	-	-	-	-	-	495,0
FMA684 - Police Equipment	275,000	-	220,000	-	-	-	-	55,0
FMA685 - Wheel Truing Machine JRSC	1,977,000	-	1,582,000	-	-	-	-	395,0
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	
FMA703- Police RMS/CAD	2,100,000	-	-	-	-	-	-	2,100,0
FMA704 - Floor Restoration Mt.Ogden	939,000	-	-	-	-	-	-	939,0
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	600,000	-	-	-	-	-	-	600,0
SGR416 - LRV Collision Avoidance System	2,850,000	-	2,280,000	-	-	-	-	570,0
SGR417 - LRV 1168 Accident Repairs	1,550,000	-	-	-	-	-	-	1,550,0
People	-	-	-	-	-	-	-	
FMA705 - HEP Load Bank for HEP Trainer	-	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	
Planning & Engagement	1,509,000	-	-	-	-	-	-	1,509,0
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,0
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,0
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,0
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,0
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	
MSP329 - (Grant Dependent) Bus scanning safety project	64,000	-	-	-	-	-	-	64,0
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	-	-	-	-	,
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	
and Total	241,974,000	24,915,000	85,090,000	40,556,000	3,856,000	23,380,000	9,300,000	54,877

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	180,425,000	52,117,000	64,457,000	25,528,000	3,093,000	3,525,000	3,033,000	28,672,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	540,000	-	-	-	-	-	-	540,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698- Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699- Facility Strategic Plan: Electrical Systems Remediation	3,008,000	-	2,406,000	-	-	-	-	602,000
FMA700 - Elevator Replacements- Farmington Station	600,000	-	480,000	-	-	-	-	120,000
FMA701 - Escalators Replacement- North Temple Station	-	_	-	_	-	_	-	-
FMA702 - Aboveground Storage Tanks Product Lines Replacement	_	_	_	_	_	-	-	_
MSP132 - IPCS Tech Support	35,000	_	_	_	_	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	500,000	_	_	_	_	-	500,000	-
MSP156- Prop 1 Davis County	-	_	_	_	_	_	-	_
MSP185 - Ogden/Weber State University BRT	_	_	_	-	_	_	_	_
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	_	_	-	300,000	-	_	_
MSP193 - Weber County Corridor Preservation	1,200,000	_	300,000	-	-	_	900,000	_
MSP202 - (Grant Dependent) Davis-SLC Community Connector	4,860,000	-	957,000	-	_	2,652,000	1,105,000	146,000
MSP205- TIGER Program of Projects	4,800,000	_	337,000	_	_	2,032,000	1,103,000	140,000
MSP207 - 3300/3500 South Max EXP\Optimization	-	_	_	_	_	_	_	
MSP208 - Clearfield FR Station Trail	-	-	-	-	_	-	_	
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	_	_	_	70,000
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	70,000
	200,000	_	_	_	_	200,000	_	
MSP224 - UTA ADA Bus Stop Improvements UTCO	10,000	_	_	-	_	-	_	
MSP229 - Bus Stop Improvements & Signing in SL County	300,000	-	-	-	_	-	-	10,000 300,000
MSP248 - Planning & Environmental Analysis  MSP252 - FrontRunner 2X	2,693,000	-	-	-	2,693,000	-	-	300,000
	2,093,000			-	2,693,000		-	
MSP253 - Mid-Valley Connector	100.000	-	-		100.000	-		-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	2 720 000	2 729 000	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion	2,738,000	2,738,000	-	-	-	-	-	-
MSP259 - S-Line Extension	4 500 000	-	- 927 000	-	-	- (72,000	-	-
MSP260 - 5600 West Bus Route	1,500,000	-	827,000	-	-	673,000	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-

ffice/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	- Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,00
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	-	-	-	-	-	-	-	-
MSP320- TRAX Forward	100,000	-	-	-	-	-	-	100,00
MSP324 - Bus Stop Amenities	410,000	-	-	-	-	-	-	410,00
MSP325- 200 South-Phase III-Transit Signal Priority	428,000	-	200,000	-	-	-	228,000	-
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	_	_	2,000,000	_	-	-	-
REV209 - Paratransit Replacements	8,140,000	_	_	8,140,000	_	-	_	-
REV211 - Replacement Buses	13,888,000	_	_	13,788,000	_	-	_	100,00
REV224 - Bus Overhaul	2,000,000	_	_	-	_	-	_	2,000,00
REV232 - Van Pool Van Replacements	1,600,000	_	_	1,600,000	_	_	_	2,000,00
REV236 - VW Battery Buses	_,;;;;	_	_		_	_	_	_
REV238 - SD100/SD160 Light Rail Vehicle Replacement	68,153,000	49,379,000	18,774,000	_	_	_	_	_
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	_	_	_	_	100,00
REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	_	_	_	_	_	_	1,000,00
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	-	_	_	_	_	_	_	-
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	1,000	_	_	_	_	_	_	1,00
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	1,050,000	_	_	_	_	_	_	1,050,0
SGR040 - Light Rail Vehicle Rehab	6,801,000	_	5,441,000	_	_	_	_	1,360,00
SGR047 - LRT Stray Current Control	500,000	_	3,441,000	_	_	_	_	500,00
SGR353 - Commuter Rail Engine Overhaul	500,000	_	_	_	_	_	_	300,00
SGR359 - Bridge Rehabilitation & Maintenance	500,000	-	_	_	_	-	_	500,00
SGR370 - Red Signal Enforcement	500,000	_	_	_	_	_		500,00
SGR385 - Rail Replacement Program	3,250,000	-	2,600,000	_	_	_	_	650,0
SGR390 - Jordan River #2 Remodel	3,230,000	_	2,000,000	_	_	_	_	030,00
SGR391 - Commuter Rail Vehicle Rehab and Replacement	20,000,000	_	16,000,000	_	_	_	_	4,000,0
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	_	-	_	500,00
SGR397 - TPSS Component Replacement	2,300,000	-	2,000,000	-	-	-	-	300,00
• • •	2 (25 000	-	2 000 000	-	_	-	-	725 0
SGR398 - OCS Rehab/Replace	3,625,000	-	2,900,000	-	-	-	-	725,00
SGR401 - Ballast and Tie replacement	300,000		- F 200 000	-			-	300,00
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000		-	-		1,300,00
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	6,700,000	-	5,360,000	-	-	-	-	1,340,00
SGR407 - Bus Stop Enhancements	1,572,000	-	460.000	-	-	-	-	1,572,00
SGR408 - Route End of Line (EOL) Enhancements	585,000	-	468,000	-	-	-	-	117,00
SGR409 - System Restrooms SGR410 - Fiber Rehab/Replacement	1,920,000 680,000	-	544,000	-	-	-	-	1,920,00

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
SGR413 - TPSS Building Rehab	-	-	-	-	-	-	-	-
SGR414- Rail Grinding	2,600,000	-	-	-	-	-	-	2,600,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	-	-	-	-	-	-	-	-
Enterprise Strategy	3,435,000	-	-	-	-	-	-	3,435,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	260,000	-	-	-	-	-	-	260,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	1,600,000	-	-	-	-	-	-	1,600,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230- Operations System	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	_	-	_	_	_	_	_	-
ICI233- Technology Systems- State of Good Repair	175,000	-	_	_	_	_	_	175,000
ICI235 - ERP Phase 2: Procurement	-	-	-	_	_	_	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	_	_	_	_	-	700,000
Executive Director (Safety)	907.000	_	_	_	_	_	_	907.000
FMA604 - Safety General Projects	120,000	_	_	_	_	_	_	120,000
FMA645 - Camera Sustainability	500,000	_	_	_	_	_	_	500,000
FMA658 - Bus Replacement Camera System	500,000	_	_	_	_	_	_	500,000
FMA681 - Arc Flash Analysis	287,000	_	_	_	_	_	_	287,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	287,000	_	_	_	_	_	_	287,000
Finance	10,445,000	-	405,000	-	-	-	-	10,040,000
		-		-	_	_	_	10,040,000
CDA006 - 5310 Administration Funds All Years	342,000 40,000	-	342,000	-	_	_	_	40,000
FMA686 - Warehouse Equipment Rehab and Replacement	·	-	-	-	-	-	-	40,000
ICI213 - eVoucher Phase 2	-							
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP222 - FFY 2018 20-1903 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	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
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	-	-	-	_	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	_	_	_	_	_	_	-	-
MSP309 - FFY 2024 P/O 5310	_	_	_	_	_	_	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	_	_	_	_	_	_	_	_
MSP999 - Capital Contingency	5,000,000	_	_	_	_	_	_	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	_	_	_	_	_	-	5,000,000
Operations	11,200,000	_	7,240,000	_	_	_	_	3,960,000
FMA543 - Police Fleet Vehicles	725,000	_	580,000	_	_	-	_	145,000
FMA652 - Facilities Equipment Replacement	2,000,000	_	1,600,000	_	_	_	_	400,000
FMA653 - Facilities Rehab/Replacement	1,025,000	_	1,000,000	_	_	_	_	1,025,000
FMA672 - Park & Ride Rehab/Replacement	480,000	_	_	_	_	_	_	480,000
FMA673 - Stations and Platforms Rehab/Replacement	500,000	-	_	-	_	_	_	500,000
FMA684 - Police Equipment	475,000	-	380,000	_	_	_	_	95,000
FMA685 - Wheel Truing Machine JRSC	473,000	_	380,000	_	_	_	_	33,000
FMA689 - New Bid Trailer for MB building 7	_	-	_	_	_	_	_	_
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	_	_	_	_	_	_	_	_
FMA703- Police RMS/CAD	_	_	_	_	_	_		_
FMA704 - Floor Restoration Mt.Ogden	-	-	_	-	_	-	_	-
MSP210 - FrontRunner Bike Rack project	-	_	_	<u>-</u>	_	_	_	-
SGR386 - LRV repairs for 1137 and 1122		_	_	<u>-</u>	_	_		_
•	5,850,000	_		<u>-</u>	-	_	_	1,170,000
SGR416 - LRV Collision Avoidance System	145,000	-	4,680,000	-	_	-	_	1,170,000
SGR417 - LRV 1168 Accident Repairs People	145,000	-	-	-	-	-	-	143,000
FMA705 - HEP Load Bank for HEP Trainer	-	-	-	-	-	-	-	_
	-	-	-	-	_	-		-
ICI228 - CPO New HRIS system application upgrade		-	_	-	_	_		-
MSP310 - Bus Training Simulator		-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	1.520.000	-	-	-	-	-	_	1.520.000
Planning & Engagement  MSR109 Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps				-	-	-	-	
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-		-		445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-		-		-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds		-	-		-			75.00
MSP329 - (Grant Dependent) Bus scanning safety project	75,000	-	-	-	-	-	-	75,000
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification  Grand Total	207,932,000	52,117,000	72,102,000	25,528,000	3,093,000	3,525,000	3,033,000	48,534,000

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	142,615,000	40,697,000	38,617,000	29,640,000	3,393,000	974,000	1,521,000	27,773,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	500,000	-	-	-	-	-	-	500,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Electrification	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698- Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699- Facility Strategic Plan: Electrical Systems Remediation	1,613,000	-	1,290,000	-	-	-	-	323,000
FMA700 - Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station	-	-	-	_	-	_	-	-
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	_	-	_	-	-
MSP132 - IPCS Tech Support	35,000	-	_	_	_	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	-	_	_	_	_	_	_	-
MSP156- Prop 1 Davis County	_	_	-	_	_	-	_	_
MSP185 - Ogden/Weber State University BRT	_	_	-	_	_	_	_	_
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	_	-	_	300,000	_	_	_
MSP193 - Weber County Corridor Preservation	1,200,000	_	300,000	_	-	_	900,000	_
MSP202 - (Grant Dependent) Davis-SLC Community Connector	1,415,000	_	278,000	_	_	774,000	321,000	42,000
MSP205- TIGER Program of Projects		_	-	_	_		-	
MSP207 - 3300/3500 South Max EXP\Optimization	_	_	_	_	_	_	_	_
MSP208 - Clearfield FR Station Trail	_	_	_	_	_	_	_	_
MSP215 - Sharp/Tintic Rail Corridor Connection	_	_	_	_	_	_	_	
MSP216 - Point of the Mountain Transit	200,000	_	_	_	_	200,000	_	_
MSP224 - UTA ADA Bus Stop Improvements UTCO	200,000	_	_	_	_	200,000	_	_
MSP229 - Bus Stop Improvements & Signing in SL County	10,000	-	_	_	_	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	_	_	_	_	_	_	300,000
MSP252 - FrontRunner 2X	2,693,000	-	_	_	2,693,000	-	-	300,000
MSP253 - Mid-Valley Connector	2,033,000	_	_	-	2,093,000	_	_	
•	100,000	-	-	-	100,000	-	-	-
MSP254 - Orange/Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-					-	
MSP258 - Mt. Ogden Admin Bldg. Expansion	-		-	-	-	-		-
MSP259 - S-Line Extension		-	-				-	-
MSP260 - 5600 West Bus Route	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-

office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320- TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	10,000	-	-	-	-	-	-	10,000
MSP325- 200 South-Phase III-Transit Signal Priority	-	-	-	-	-	-	-	-
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	11,000	-	-	-	-	-	-	11,000
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	11,000	-	-	-	-	-	-	11,000
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,500,000	-	-	2,500,000	-	-	-	-
REV209 - Paratransit Replacements	-	-	-	-	_	-	-	_
REV211 - Replacement Buses	25,640,000	-	-	25,540,000	_	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	_	-	_	2,000,000
REV232 - Van Pool Van Replacements	1,600,000	_	_	1,600,000	-	_	_	-
REV236 - VW Battery Buses	-	_	-	-	_	-	_	_
REV238 - SD100/SD160 Light Rail Vehicle Replacement	40,697,000	40,697,000	_	_	_	_	_	_
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	_	_	-	_	100,000
REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	-	-	-	-	-	_	1,000,000
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	-,555,555	_	-	_	-	_	_	
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	3,406,000	_	-	_	_	_	_	3,406,000
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	3,400,000	_	_	_	_	_	_	-
SGR040 - Light Rail Vehicle Rehab	3,661,000	_	2,929,000	_	_	_	_	732,000
SGR047 - LRT Stray Current Control	500,000	_	-	_	_	_	_	500,000
SGR353 - Commuter Rail Engine Overhaul	-	_	_	_	_	_	_	300,000
SGR359 - Bridge Rehabilitation & Maintenance	520,000	_	_	_	_	_	_	520,000
SGR370 - Red Signal Enforcement	520,000	_	_	_	_	_	_	320,000
SGR385 - Rail Replacement Program	5,100,000	_	4,080,000	_	_	_	_	1,020,000
SGR390 - Jordan River #2 Remodel	3,100,000	_	-,000,000	-	_	_	_	1,020,000
SGR391 - Commuter Rail Vehicle Rehab and Replacement	15,000,000	_	12,000,000	_	_	_	_	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	_	2,000,000	-	-	_		500,000
SGR397 - TPSS Component Replacement	2,300,000	_	2,000,000	_	_	_		300,000
SGR398 - OCS Rehab/Replace	5,000,000	_	4,000,000	-	_	_	_	1,000,000
SGR401 - Ballast and Tie replacement	300,000	_	4,000,000	-	_	-	_	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	_	5,200,000	-	-	_	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	6,900,000	-	5,520,000	-	-	-	-	1,380,000
· ·	1,565,000	-	5,520,000	-	-	-	-	1,380,000
SGR407 - Bus Stop Enhancements SGR408 - Route End of Line (EOL) Enhancements	585,000	-	460 000	-	-	-	-	
, <i>,</i>	-	-	468,000	-	-	-	_	117,000
SGR409 - System Restrooms	1,885,000 690,000	-	552,000	-	-	-	-	1,885,000

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	- Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
SGR413 - TPSS Building Rehab	-	-	-	-	-	-	-	-
SGR414- Rail Grinding	1,300,000	-	-	-	-	-	-	1,300,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	-	-	-	-	-	-	-	-
Enterprise Strategy	2,875,000	-	-	-	-	-	-	2,875,000
ICI001 - Passenger Information	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	-	-	-	-	-	-	-	-
ICI179- Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	495,000	-	-	-	-	-	-	495,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	880,000	-	-	-	-	-	-	880,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	_	_	-	_	-
ICI230- Operations System	-	-	-	_	_	-	_	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	_	-	_	_	_	_	_
ICI233- Technology Systems- State of Good Repair	150,000	_	-	_	_	_	_	150,000
ICI235 - ERP Phase 2: Procurement	-	_	-	_	_	_	_	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	_	-	_	_	-	_	700,000
Executive Director (Safety)	1,007,000	_	_	_	_	_	_	1,007,000
FMA604 - Safety General Projects	120,000	_	_	_	-	_	_	120,000
FMA645 - Camera Sustainability	600,000	_	_	_	_	_	_	600,000
FMA658 - Bus Replacement Camera System	-	_	_	_	_	_	_	- 000,000
FMA681 - Arc Flash Analysis	287,000	_	_	_	_	_	_	287,000
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	207,000	_	_	_	-	_	_	207,000
Finance	10,484,000	-	415.000	-	-	-	_	10.069.000
CDA006 - 5310 Administration Funds All Years	352,000	_	352,000		_	_	_	10,000,000
FMA686 - Warehouse Equipment Rehab and Replacement	69,000	_	332,000	_	_	_	_	69,000
ICI213 - eVoucher Phase 2	- 05,000	_	_	_	_	_	_	09,000
ICI222 - Fares Systems Replacement Program	_	_	_	_		_		
, , ,		-		_	_	_		-
ICI234 - Coordinated Mobility IT Support MSP276 - FFY 2022 UT 2023 SL/WV 5310	63,000	-	63,000	-	-	-	-	<del>-</del>
· · · · · · · · · · · · · · · · · · ·	-	-	-	-	-	-	-	+ -
MSP277 - FFY 2022 UT-2023-024 P/O 5310	-	-	-	-	-	-	_	<del>-</del>
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	-	-	-	-	-	-	-	-
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310 MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-

· - In :	Sum of Total	Sum of Bond-	Sum of Grants - Award Executed-		Sum of State-		Sum of Local Partner-	Sum of UTA
ice/Projects	Budget- Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded
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	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,00
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,0
perations	9,080,000	-	5,424,000	-	-	-	-	3,656,0
FMA543 - Police Fleet Vehicles	730,000	-	584,000	-	-	-	-	146,0
FMA652 - Facilities Equipment Replacement	800,000	-	-	-	-	-	-	800,0
FMA653 - Facilities Rehab/Replacement	720,000	-	-	-	-	-	-	720,0
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,0
FMA673 - Stations and Platforms Rehab/Replacement	300,000	-	-	-	-	-	-	300,0
FMA684 - Police Equipment	350,000	-	280,000	-	-	-	-	70,0
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	ĺ,
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	_	-	-	-	_	_	-	
FMA703- Police RMS/CAD	_	_	-	-	_	_	_	
FMA704 - Floor Restoration Mt.Ogden	_	_	_	_	_	_	_	
MSP210 - FrontRunner Bike Rack project	_	_	_	_	-	_	_	
SGR386 - LRV repairs for 1137 and 1122	_	_	_	_	_	_	_	
SGR416 - LRV Collision Avoidance System	5,700,000	_	4,560,000	_	_	_	_	1,140,0
•	3,700,000	_	4,300,000	-	_	-	_	1,140,0
SGR417 - LRV 1168 Accident Repairs	-	-	-	-	-	-	-	
•	-	-	-	-	-	-	-	
FMA705 - HEP Load Bank for HEP Trainer	-	-	-		-	-	-	
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	
anning & Engagement	1,445,000	-	-	-	-	-	-	1,445,0
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,0
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,0
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,0
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,0
MSP314 - One-Time UTA On Demand Funds	-	-	-	-	-	-	-	
MSP329 - (Grant Dependent) Bus scanning safety project	-	-	-	-	-	-	-	
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	-	-	-	-	
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	
nd Total	167,506,000	40,697,000	44,456,000	29,640,000	3,393,000	974,000	1,521,000	46,825

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	81,694,000	4,690,000	27,061,000	26,361,000	700,000	2,151,000	21,000	20,710,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	500,000	-	-	-	-	-	-	500,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	_	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	_	-	_	_	_	_	-	-
FMA690 - Facility Program Development & Design	_	_	-	_	_	-	_	-
FMA693 - Meadowbrook Electrification	_	_	-	_	_	-	_	-
FMA694 - Electric Bus Chargers	_	_	-	_	_	_	_	_
FMA695 - Facility Program	_	_	-	_	-	_	_	_
FMA696 - Ogden Fueling System Replacement	-	_	-	_	-	-	-	_
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	_	-	-	-	_	_	
FMA698- Midvale RSC Operations work space and amenity remodel	<u>-</u>	_	_	_	_	_	_	-
	-	_	-	-	-	-	_	-
FMA699- Facility Strategic Plan: Electrical Systems Remediation	- -		-	-	-	-	_	-
FMA700 - Elevator Replacements- Farmington Station	-			-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station			-					-
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - IPCS Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-
MSP156- Prop 1 Davis County	-	-	-	-	-	-	-	-
MSP185 - Ogden/Weber State University BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	-	-	-	-	-	-	-	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	94,000	-	21,000	-	-	49,000	21,000	3,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Max EXP\Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FR Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	2,102,000	-	-	-	_	2,102,000	-	-
MSP224 - UTA ADA Bus Stop Improvements UTCO	-	-	_	_	_	-	-	-
MSP229 - Bus Stop Improvements & Signing in SL County	10,000	_	-	_	_	-	_	10,000
MSP248 - Planning & Environmental Analysis	300,000	_	_	_	_	_	_	300,000
MSP252 - FrontRunner 2X	300,000	_	_	_	_	_	_	500,000
MSP253 - Mid-Valley Connector	_	_	_	_	_	_	_	_
MSP254 - Orange/Red Line Realignment	100,000		-	-	100,000	-	_	_
MSP255 - Central Corridor	100,000		-	-	100,000	-	_	-
	-	-	-	-	-	-	-	-
MSP258 - Mt. Ogden Admin Bldg. Expansion								-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	-	-	-	-	-	-	-	-
MSP262 - SL Central HQ Office	-	-	-	-	-	-	-	-
MSP263 - TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	-	-	-	-	-	-	-	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-

		Sum of Grants -						C SUTA
	Cum of Tatal	Cum of Board	Award	Sum of Land	Cum of Chat	Cum of TTIE	Sum of Local	
Office / Drainate	Sum of Total	Sum of Bond-		Sum of Lease-	Sum of State-		Partner- Rounded	Local-
Office/Projects	Budget- Rounded	Rounded	Rounded	Rounded	Rounded	Rounded		Rounded
MSP271 - MOW Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	<del>-</del>
MSP275 - Station Area Planning	-	-	-	-	-	-	-	<del>-</del>
MSP286 - Utah County Park & Ride Lots	-	-	-	-	-	-	-	-
MSP287 - 900 East UVX Station	100,000	-	-	-	-	-	-	100,000
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shephard Lane	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal Bus Stops 5339	-	-	-	-	-	-	-	-
MSP312 - FrontRunner Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320- TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	10,000	-	-	-	-	-	-	10,000
MSP325- 200 South-Phase III-Transit Signal Priority	-	-	-	-	-	-	-	-
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	87,000	-	-	-	-	-	-	87,000
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	94,000	-	-	-	-	-	-	94,000
MSP328 - (Grant Dependent) Salt Lake or WV On Route Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Replacements	-	-	-	-	-	-	-	-
REV211 - Replacement Buses	22,861,000	-	-	22,761,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Van Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - VW Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	4,690,000	4,690,000	-	-	-	-	-	-
REV241 - NRV Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Replacement Non-rev equipment/special vehicles	1,000,000	-	-	-	-	-	-	1,000,000
REV243- FY2024 Low or No Emissions - 15 Zero Emission Battery Electric Buses	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) FFY 2025 5339(b) Grant Program- Clean Diesel	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) FFY 2025 5339(b) Grant Program- CNG	-	-	-	-	-	-	-	-
SGR040 - Light Rail Vehicle Rehab	2,000,000	-	1,600,000	-	-	-	-	400,000
SGR047 - LRT Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Commuter Rail Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	540,000	-	-	-	-	-	-	540,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	1,250,000	-	1,000,000	-	-	-	-	250,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab and Replacement	15,000,000	-	12,000,000	-	-	-	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - TPSS Component Replacement	-	-	-	-	-	-	-	-
SGR398 - OCS Rehab/Replace	2,500,000	_	2,000,000	_	-	_	_	500,000
SGR401 - Ballast and Tie replacement	300,000	_	-	_	-	_	_	300,000
SGR403 - Train Control Rehab & Replacement	6,000,000	_	4,800,000	_	-	_	_	1,200,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	3,300,000	_	2,640,000	_	-	_	_	660,000
SGR407 - Bus Stop Enhancements	1,818,000	_	2,040,000	_	_	_	_	1,818,000
SGR408 - Route End of Line (EOL) Enhancements	550,000		440,000	_	-	-	_	110,000

	6 (7)		Sum of Grants - Award				Sum of Local	
Office / Director	Sum of Total	Sum of Bond-	Rounded	Sum of Lease-	Sum of State-			Local- Rounded
Office/Projects SGR409 - System Restrooms	Budget- Rounded 1,885,000	Rounded _	Rounded	Rounded	Rounded _	Rounded	Rounded -	1,885,000
SGR410 - Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	-	140,000
	700,000	_	300,000	_	_	_	_	140,000
SGR411 - Farmington Station Ped Bridge Repairs SGR412- PCC Replacement Project	-	-	-	-	-	-	-	-
SGR413 - TPSS Building Rehab	-	-	-	-	-	-	-	-
SGR414- Rail Grinding	-	-	-	-	-	_	-	_
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop		-	-	-	-	_	-	_
Enterprise Strategy	3,150,000	-	-	-	-	-	-	3,150,000
	3,130,000	-	-	-	-	_	-	3,130,000
ICIO01 - Passenger Information	-	_	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements								
ICI173 - JDE System Enhancements	500,000	-	-	-	-	-	-	500,000
ICI179- Network Infrastructure Equipment & Software	· ·			-		-		
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - Bus Communications On-Board Technology								-
ICI198 - Info Security HW/SW (Cybersecurity, NIST & PCI Compliance)	550,000	-	-	-	-	-	-	550,000
ICI199 - Rail Communication Onboard Tech	- 4 400 000	-	-	-	-	-	-	- 4 400 000
ICI201 - Server, Storage Infrastructure Equipment & Software	1,100,000	-	-	-	-	-	-	1,100,000
ICI202 - Radio Comm Infrastructure	-	-	-	-	-	-	-	-
ICI214 - APC Upgrade	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230- Operations System	-	-	-	-	-	-	-	-
ICI232 - SSBU Trapeze Customer Facing Electronic Fare Easy-Wallet	-	-	-	-	-	-	-	
ICI233- Technology Systems- State of Good Repair	150,000	-	-	-	-	-	-	150,000
ICI235 - ERP Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - (Consolidation) Electronic Communication Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	770,000	-	-	-	-	-	-	770,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Camera Sustainability	650,000	-	-	-	-	-	-	650,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Arc Flash Analysis	-	-	-	-	-	-	-	-
ICI229 - Red/Blue/Green/FrontRunner Camera Systems	-	-	-	-	-	-	-	-
Finance	10,395,000	-	370,000	-	-	-	-	10,025,000
CDA006 - 5310 Administration Funds All Years	370,000	-	370,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	25,000	-	-	-	-	-	-	25,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-

	Sum of Total	Sum of Bond-	Sum of Grants - Award Executed-	Sum of Lease-	Sum of State-	Sum of TTIF-	Sum of Local Partner-	Sum of UTA Local-
Office/Projects	Budget- Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded	Rounded
MSP299 - FFY 2019/2020 UT-2021-009-01 P/O 5310	-	-	-	-	-	-	-	-
MSP302 - FFY 2024 O/L 5310	-	-	-	-	-	-	-	-
MSP303 - FFY 2023 O/L 5310	-	-	-	-	-	-	-	-
MSP304 - FFY 2023 P/O 5310	-	-	-	-	-	-	-	-
MSP305 - FFY 2023 SL/WV 5310	-	-	-	-	-	-	-	-
MSP306 - FFY 2026 All UZAs 5310	-	-	-	-	-	-	-	-
MSP307 - FFY 2025 All UZAs 5310	-	-	-	-	-	-	-	-
MSP308 - FFY 2024 SL/WV 5310	-	-	-	-	-	-	-	-
MSP309 - FFY 2024 P/O 5310	-	-	-	-	-	-	-	-
MSP321 - FFY 2019/2020 UT-2021-011-01 SL/WV 5310	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	6,800,000	-	3,480,000	-	-	-	-	3,320,000
FMA543 - Police Fleet Vehicles	1,000,000	-	800,000	-	-	-	-	200,000
FMA652 - Facilities Equipment Replacement	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	670,000	-	-	-	-	-	-	670,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA684 - Police Equipment	350,000	-	280,000	-	-	-	-	70,000
FMA685 - Wheel Truing Machine JRSC	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for MB building 7	-	-	-	-	-	-	-	-
FMA691 - Fuel master installation at Meadowbrook and Mt. Ogden	-	-	-	-	-	-	-	-
FMA703- Police RMS/CAD	-	-	-	-	-	-	-	-
FMA704 - Floor Restoration Mt.Ogden	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - LRV repairs for 1137 and 1122	-	-	-	-	-	-	-	-
SGR416 - LRV Collision Avoidance System	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR417 - LRV 1168 Accident Repairs	-	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-	-
FMA705 - HEP Load Bank for HEP Trainer	-	-	-	-	-	-	-	-
ICI228 - CPO New HRIS system application upgrade	-	-	-	-	-	-	-	-
MSP310 - Bus Training Simulator	-	-	-	-	-	-	-	-
MSP318 - MOW Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1.445.000	_	-	_	-	-	-	1.445.000
MSP198 - Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	_	-	_	_	_	_	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	_	-	_	-	_	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	_	-	-	-	300,000
MSP314 - One-Time UTA On Demand Funds	-	-	-	_	-	_	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	-	_	-	_	-	_	_	-
MSP330 - One-Time Innovative Mobility Solutions Capital Expenses, 2026	-	-	-	_	-	_	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	_	_	_	_	-	_	_	-
Grand Total	104,254,000	4,690,000	30,911,000	26,361,000	700,000	2,151,000	21,000	39,420,000