Utah Transit Authority

Board of Trustees

REGULAR MEETING AGENDA

669 West 200 South
Salt Lake City, UT 84101

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

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

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

1.	**Call to Order and Opening Remarks**	Chair Carlton Christensen
2.	**Pledge of Allegiance**	Chair Carlton Christensen
3.	**Safety First Minute**	Jeff Acerson
4.	**Public Comment**	Chair Carlton Christensen
5.	**Consent**	Chair Carlton Christensen
	a. Approval of November 10, 2022 Board Budget Hearing Minutes	
	b. Approval of November 30, 2022 Board Meeting Minutes	
6.	**Reports**	
	a. Executive Director's Report - Employee memorials	Jay Fox
7.	**Resolutions**	
	a. R2022-12-01 - Resolution Authorizing the Financing of Transit Vehicles through a Master Equipment Lease-Purchase Agreements, and Related Matters	Troy Bingham Randall Larsen
	b. R2022-12-02 - Resolution Authorizing the Execution of a Federal Transit Administration Areas of Persistent Poverty (AoPP) Grant Agreement for the Paratransit Forward Study	Patti Garver

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

8. Contracts, Disbursements and Grants

a.	Contract: Snow Removal for Salt Lake County Park & Ride/TRAX (Roth Landscape Services)	Kevin Anderson Guy Miner
b.	Contract: Snow Removal for Frontrunner North and OGX (Yard Masters, Inc.)	Kevin Anderson Guy Miner
c.	Contract: OGX Parcel 129 Property Settlement Agreement (Rehman Family Properties #2)	Paul Drake Spencer Burgoyne
d.	Change Order: On-Call Systems Maintenance Task Order #22-037 - Signal and Communication Designs for the Maintenance of Way Training Yard (Rocky Mountain Systems Services)	Jared Scarbrough
e.	Change Order: Vehicle Procurement Management Consultant Modification No. 2 for Increased Services (Mott MacDonald, LLC)	Jared Scarbrough Kyle Stockley
f.	Change Order: FrontRunner WiFi Service Modification No. 16 for Cab Car Antenna Upgrade (The GBS Group)	Kyle Brimley
g.	Pre-Procurements - Electronic platform signs and public address (PA) system	Todd Mills

9. Service and Fare Approvals

a.	Fare Agreement: Ski Bus - Agreement (Sundance Ski Resort)	Monica Morton
b.	Fare Agreement: Ski Bus - Amendment 1 (Alta Ski Resort Company)	Monica Morton
c.	Fare Agreement: Ski Bus - Amendment 2 (Snowbird Ski Resort, LLC)	Monica Morton
d.	Fare Agreement: Ski Bus - Amendment 1 (Solitude Mountain Resort)	Monica Morton

e.	Fare Agreement: Ski Bus - Amendment 1 (Brighton Ski Resort)	Monica Morton
f.	Fare Agreement: Ski Bus - Amendment 3 (Snowbasin Resort Company)	Jonathan Salazar
g.	Fare Agreement: Ski Bus - Amendment 2 (SMHG Management LLC/Powder Mountain)	Jonathan Salazar
h.	Fare Agreement: Ski Bus - Amendment 3 (Davis County)	Jonathan Salazar
i.	Fare Agreement: Ski Bus - Modification 1 to Amendment 2 (Morgan County)	Jonathan Salazar
10.	**Budget and Other Approvals**	
a.	UTA Policy - UTA.05.06 - Training and Development	Linda Watts
11.	**Discussion Items**	
a.	2023-2027 Five Year Capital Plan	Bill Greene David Hancock Daniel Hofer
b.	UTA 2023 Final Budget and Public Engagement Report	Bill Greene Brad Armstrong Megan Waters
c.	2023-2027 UTA Five-Year Service Plan Final Draft Network	Nichol Bourdeaux Megan Waters Eric Callison
d.	Utah Transit Authority 2022-2030 Strategic Plan Draft	Annette Royle
12.	**Other Business**	Chair Carlton Christensen
a.	Next Meeting: Wednesday, December 21st, 2022 at 9:00 a.m.	
13.	**Closed Session**	Chair Carlton Christensen
a.	Strategy Session to Discuss Collective Bargaining	
14.	**Open Session**	Chair Carlton Christensen
15.	**Adjourn**	Chair Carlton Christensen

Meeting Information:

- Special Accommodation: Information related to this meeting is available in alternate format upon request by contacting adacompliance@rideuta.com or (801) 287-3536. Request for accommodations should be made at least two business days in advance of the scheduled meeting.
- Members of the Board of Trustees and meeting presenters will participate in person, however trustees may join electronically as needed with 24 hours advance notice.
- Meeting proceedings may be viewed remotely by following the meeting portal link on the UTA Board Meetings page - https://www.rideuta.com/Board-of-Trustees/Meetings
- In the event of technical difficulties with the remote live-stream, the meeting will proceed in person and in compliance with the Open and Public Meetings Act.
- Public Comment may be given live during the meeting by attending in person at the meeting location.
- Public Comment may also be given through alternate means. See instructions below.
    - Comment online at https://www.rideuta.com/Board-of-Trustees
    - Comment via email at boardoftrustees@rideuta.com
    - Comment by telephone at 801-743-3882 option 5 (801-RideUTA option 5) – specify that your comment is for the board meeting.
    - Comments submitted before 2:00 p.m. on Tuesday, December 6th will be distributed to board members prior to the meeting.
- Motions, including final actions, may be taken in relation to any topic listed on the agenda.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

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

TITLE:

Approval of November 10, 2022 Board Budget Hearing Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the November 10, 2022, Board of Trustees Budget Hearing

BACKGROUND:
The UTA Board of Trustees held a Budget Hearing in person at UTA Frontlines Headquarters and broadcast live via the UTA Board Meetings page on Thursday November 10, 2022 at 5:30 p.m. Members of the public were invited to join in person or via Webex to give public comment. Minutes from the hearing document the actions of the Board and summarize the discussion that took place in the hearing. A full audio recording of the hearing is available on the Utah Public Notice Website <https://www.utah.gov/pmn/sitemap/notice/791785.html> and video feed is available through the UTA Board Meetings page <https://rideuta.com/Board-of-Trustees/Meetings>.

ATTACHMENTS:
1. 2022-11-10_BOT_Minutes_UNAPPROVED

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Thursday, November 10, 2022 5:30 PM FrontLines Headquarters

Public Hearing - 2023 Tentative Budget

Present: Trustee Beth Holbrook
Trustee Jeff Acerson
Chair Carlton Christensen

Trustee Acerson joined electronically. Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

Chair Carlton Christensen welcomed attendees and called the meeting to order at 5:31 p.m.

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Catherine Bhaskar, UTA Sr. Financial Modeling Analyst, delivered a brief safety message.

4. Budget Overview

a. UTA Tentative 2023 Budget Overview

Bill Greene, UTA Chief Financial Officer, was joined by Brad Armstrong, UTA Director of Budget & Financial Strategy. Mr. Greene provided an overview of the 2023 operating budget and then reviewed the tentative 2023 operating budget by category, office, and headcount.

Mr. Greene continued by summarizing the 2023 service strategy and 2023 capital budget. He concluded by describing the next steps in the budget approval process.

5. Public Comment

Megan Waters, UTA Community Engagement Director, spoke about the public comment period related to the 2023 budget, which is from November 10-December 10, 2022, and listed multiple options for submitting comment, including:

- Email: hearingofficer@rideuta.com

- Phone: 801-743-3882
- Mail: Utah Transit Authority, C/O Megan Waters, 669 W 200 S, Salt Lake City, UT 84101
- Website: rideuta.com/Budget

She ended by saying all comments are due by 5:00 p.m. on December 10, 2022 and all public comment will be included the public hearing report that will be reviewed by the board in advance of adopting the final 2023 budget.

In-person comment was given by Isaac Lindstrom, Mike Christensen, Madelin Stagg, Claudia Johnson, Claudia Wiese, Mallory Phillibar, and David Gluckman. A transcript of their comments is included in Appendix A to these minutes. Mia Barth submitted a written comment which is also included in Appendix A.

A motion was made by Trustee Holbrook, and seconded by Chair Christensen, to close public comment period. The motion carried by a majority vote and the public comment portion of the meeting concluded at 6:02 p.m.

Jay Fox, UTA Executive Director, was joined by Cherryl Beveridge, UTA Chief Operating Officer; Eric Callison; UTA Manager of Service Planning; and Mr. Greene. Mr. Fox and Mr. Callison spoke with members of the public about the ski service reductions.

Mr. Fox mentioned a comment received from Mayor Staggs in response to the tentative budget. David Wilkins, Assistant Attorney General, said the local district act requires the budget be sent to the governor, legislature, and local municipalities. The budget was sent with a form to either approve or raise objections to the budget and UTA has an obligation to address the latter.

Mr. Fox stated Mayor Staggs objected to the tentative budget. The objection Mayor Staggs submitted for today's public hearing contains the same statement read to the UTA Local Advisory Council (LAC) in its November 2, 2022 meeting. The statement was read in its entirety in the LAC meeting and clarifying information was provided at that time. Mr. Fox considers the concerns Mayor Staggs raised to have been addressed during the LAC meeting.

Adjourn

A motion was made by Trustee Holbrook, and seconded by Chair Christensen, to adjourn the meeting. The motion carried by a majority vote and the meeting adjourned at 6:18 p.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at https://www.utah.gov/pmn/sitemap/notice/791785.html for entire content.

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

Approved Date:

_____

Carlton J. Christensen
Chair, Board of Trustees

Appendix A

Isaac Lindstrom (Public Hearing Comment)

My name's Isaac Lindstrom. I live in the Avenues here in Salt Lake City. And I decided to come tonight to speak out about the bus ski bus service. I'm avid skier. I used the bus every single time last year to ski, other than when you guys didn't run it pre-season and post-season. I used it to ski in the back country, in the front, you know, at the resorts, et cetera. So I was very disheartened to see that you know, the cut to the whole one route. And then the decrease from 15 minute service to 30 minute service. And from personal, watching people at the, at the bus stops, those 15 minute increments were really critical when you miss that first bus.And it was really a necessity because, you know, oh, it's just 15 minutes. It's not, oh my gosh, it's 30 minutes. So now instead of waiting an extra 15 minutes, potentially you're going to have someone go up that canyon that doesn't have the right vehicle, doesn't have the right tires, doesn't have, you know, anything that they need to make it up, up there. And furthermore, I view that ski bus as such an amazing symbol for UTA because it's so prevalent. I can't think of another city that has a service like this to resorts. I mean, it's phenomenal. So just to see it be cut was really disheartening and to see it be reduced just because obviously I use it and I know so many other people do use it. And then the coincidence with the timing, with the rollout of obviously the gondola I know that's obviously UDOT thing and the bus service is a UTA thing. However, it just, the timing and the coincidence of it all just couldn't be more gut wrenching because you got UDOT saying, use the bus, and then you got UTA saying, oh, but we're only going to have half the buses this year. So it's alarming especially when, you know little cottonwood is at stake for the future here. So I just would really, really, really encourage you guys to reconsider that because I know so how much it does affect everyone's lives that use the Cottonwoods in the winter. So yeah, with that, I, you know, thank you guys for offering the service. I really enjoy it, but I would really, really hope you that you reconsider your positions on it just because it's such a visible service. It's very well used and it's so critical to the whole traffic of the entire little, or, you know, little and big and Cottonwood Heights, the entire, you know, east bench region over there. So with that thank you guys for hosting this and I appreciate the opportunity. So please reconsider full ski bus at 15 minute increments in all preexisting routes. Thanks.

Mike Christensen (Public Hearing Comment)

I just wanted to say that the, the budget looks good, but I am disappointed that we are in a situation where we're having to make cutbacks. There is, there is one cutback that's been made that's kind of frustrated me which is the reduction on Sundays of TRAX to only using one car rather than two. It especially downtown the cars can get pretty crowded and I question whether UTA is really saving a whole lot enough to really justify whether that reduction in using only one vehicle is justified. So I hopefully UTA can look at that and reevaluate. I feel like it really discouraged, could discourage people to ride when, when the vehicles are crowded because of only running one. Thank you.

Madeline Stag (Public Hearing Comment)

Hello I'm Maddie and I am a freshman at the University of Utah. And so seeing you guys kind of cut back on those ski buses is really disheartening because a lot of students, myself included, rely on those buses to get up to the Cottonwoods. There's a lot of students from out of state. The university has their most amount of freshman students. This is their biggest class and the biggest portion of these students

are from out of state, the biggest percentage they've ever had. And a lot of these students don't have cars and they spent all this money on these passes. Some people lost January when they committed to the U and now they don't have a transportation up to the resorts because they were relying upon those ski buses. And like he mentioned earlier, those 30 minute increments is a long time. 15 minutes is a lot better because 15 minutes you're standing out in the cold for 15 shorter minutes and that's a lot better. And I know so many students really do rely on those buses. So I really hope you guys really re-evaluate that.

Claudia Johnson (Public Hearing Comment)

Hi Claudia Johnson. I live in that sugar house area and I'm just delighted that there are other people here than employees. And, and this is to address to all of you that are volunteers or that are here making comments or just to sit in, you miss out on the meetings that they have twice a month because it's an opportunity to understand and to voice your opinion or concerns and to understand why decisions are made. I went through the same thing. I've been doing this for six years now - it's going to these board meetings, but I went through and have gone through and listened and seen changes that are happening and understand why, but that doesn't change our feelings. Okay? If you feel that way, you feel that way, it doesn't make any difference. But if you come to the meetings, you can understand and understand maybe you can help that situation by your actions and input. And I appreciate the fact that we have this opportunity to come and to voice some feelings and some opportunities to express some ideas. Personally, I have seen a lot of changes in the last six years, actually, it's probably seven years now, and seen a lot of changes that have happened. But a lot of growth has happened. And yes, it is taxpayer money and yes, it is my money. Not I'm a taxpayer, but I'm a resident also. I'm not just a student, but I've had students living with me from foreign countries and I understand the dependence of schedules and having to meet that and they listen, they hear, but come to the other meetings during the month if you can. And I realize it may be difficult, but come to find out and see what's going on, to talk to some of the people that are saying, Hey, we're the ones that are scheduling what is your impact? And be specific, not just to make a generic general statement, but UTA has done a great job of making changes of trying to accommodate and they hear what you say, they understand what you're saying and why you're saying it, but they also have to look at the whole picture. And that's what's hard for any of us. Anytime we look at our total budget, it's hard. Anyway, so, but I just wanted to mention that as a positive comment is the fact that the board really looks at, and all of the employees, those that are working with the budgets, are really looking at the total picture, not just one little phase, but they will listen and they will hear and they, they will try and act upon those comments that are given, come to the meetings during the month. It's an awesome experience to hear that what's going on. And thanks guys.

Claudia Wiese (Public Hearing Comment)

Hi. I'm Claudia Wiese, I'm a student at the University of Utah and one of the presidents of a group called Students for the Wasatch that looks at transportation of Little Cottonwood Canyon specifically in reaction and against the gondola. And so I'm just here to talk about the reduction in the ski buses. So in 2016/2017, the ski bus was increased by 35% and this led to, and I'm sure you guys all know this, but led to increases by, on average 54% in January and 60% in February. So just increasing the bus by 35% increased it by that much on average and up to 88% on Sundays in February. And so I know you cut the ski bus due to extreme shortages in labor. And so I did some research on the impact of compensation on employee motivation. And what they state in this paper from 2021 is the findings revealed that compensation and job appraisal are the leading factors that can enhance the motivation of employees.

And so then I looked into the compensation, which I know is increasing by 7.5% I think in the budget, but that is about on par or under par with what inflation is. And so the average salary for somebody who works at UTA for five years, so they get an increase every six months is 53.5thousand dollars. That is not a livable wage for someone living in Salt Lake with one adult and two children. The hourly wage should be $41.50 instead it's $25.69 cents. And then I looked at the office of the executive director at UTA, or sorry. Yeah. And they are making for the two FTE full time employees, they're making 731 thousand dollars, which is 365 and a half thousand dollars per person, which is 11.8% of what the employees are making. So what my call is basically, I think there is a worker shortage. Well, I believe that completely, but I really think that the answer to that is increasing employee wages significantly and that has shown to be incredibly effective. And so cutting these ski buses right before the ski season hinders transportation up the canyons for people who have already bought ski passes and didn't know that and contributes to a traffic problem and an emissions problem.

Mallory Phillliber (Public Hearing Comment)

My name is Mallory Phillliber. I am a recent graduate of the University of Utah and I also have been involved with students for the Wasatch. I actually used to use tracks and the buses every day to get to school, so I really appreciate having that reliable service. I'm also disappointed in the bus service cuts, especially, particularly the ski bus. And that I just know that it is really difficult to hire seasonal workers, especially in a job like driving a ski bus that demands like a lot of experience and it's a really dangerous job. I also believe that extra compensation and possibly just extra job security would really encourage seasonal workers to come and work for UTA. I think if that's one of the issues, then I would consider offering job security for seasons in the future to come and extra compensation for workers. Obviously Claudia already went over the stats, but yeah, that's mostly what I, how I feel about the, the cuts. I also would like to just note that like I know during free fare February ridership increased, which is awesome. And I also know that UTA probably relies on a good portion of funds from getting fares from passengers. And as we decrease service, you're going to have a decrease in ridership. And so if there's a way that extra funds can come from fares to go towards possibly some portion of salaries, that might help. That's just a thought. I'm not a professional in this, but yeah.

David Gluckman (Public Hearing Comment)

I'm an employee at Snowbird. I'm a ski instructor there. And last season I took the 953 bus up little Cottonwood Canyon approximately three times a week. And for me and my fellow employees, that bus service was imperative to our working at Snowbird. Something that the public might not understand is, as employees we will be fined for parking at Snowbird, not in an employee lot. And so taking public transport is really necessary because there's not enough space at the resorts for every employee to park there. So that detracts from our wages if we don't have a way to drive there. And even if we did have to drive there and there weren't enough spots, we're spending our gas money when we don't even make a lot of money to begin with. We are hourly workers. And so, so close to this season, I know that the resorts were not expecting the bus services to be cut and have been blindsided by these cuts and are really concerned about how they're gonna get their employees to the resorts when a lot of them rely on this public transport. And I just would've appreciated a lot more transparency with these cuts. I know I, as I understand, the proposed budget for this year has increased by 40 million dollars, but you're cutting back a service that had, from my personal experience, the greatest ridership. I remember every single weekend, even at 7:30 waiting for the first bus to go to work, there could be 60 people on every single bus with their ski gear. And the same way on the way home, I might not get the first bus or the second bus or the third bus or the fifth bus because they were all full. And so cutting a bus service that was so widely used so close to when it is most used in December and January and

February seems really confusing to me as a resident of the area and as an employee of the resorts.

Mia Barth (Public Hearing Comment)

UTA cutting bus routes seems very convenient for other motives such as the gondola. The gondola will be costly at the expense of taxpayers, construction will damage the ecosystem and pollute the watershed, will not address the issue of too many cars going up the canyon, will only benefit the resorts, and puts money in private investors/citizens pockets.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

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

TITLE:

Approval of November 30, 2022 Board Meeting Minutes

AGENDA ITEM TYPE:
Minutes

RECOMMENDATION:
Approve the minutes of the November 30, 2022, Board of Trustees meeting

BACKGROUND:
A meeting of the UTA Board of Trustees was held in person at UTA Frontlines Headquarters and broadcast live via the UTA Board Meetings page on Wednesday November 30, 2022 at 9:00 a.m. Minutes from the meeting document the actions of the Board and summarize the discussion that took place in the meeting. A full audio recording of the meeting is available on the Utah Public Notice Website <https://www.utah.gov/pmn/sitemap/notice/796697.html> and video feed is available through the UTA Board Meetings page <https://rideuta.com/Board-of-Trustees/Meetings>.

ATTACHMENTS:
1. 2022-11-30_BOT_Minutes_unapproved

Utah Transit Authority

Board of Trustees

MEETING MINUTES - Draft

669 West 200 South
Salt Lake City, UT 84101

Wednesday, November 30, 2022 9:00 AM FrontLines Headquarters

Present: Chair Carlton Christensen
Trustee Beth Holbrook
Trustee Jeff Acerson

Also attending were UTA staff and interested community members.

1. Call to Order and Opening Remarks

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

2. Pledge of Allegiance

Attendees recited the Pledge of Allegiance.

3. Safety First Minute

Jay Fox, UTA Executive Director, provided a brief safety message.

4. Public Comment

Public comment was given by Rone Tempest. Mr. Tempest commented on route 209, which runs through The Avenues area in Salt Lake City. He referred to the buses as "ghost buses," saying ridership is low and environmental impact is high. Mr. Tempest rode the bus to today's meeting and estimates his ride cost taxpayers nearly $17.00. He shared other estimates of cost per ride and cost per revenue hour for route 209 based on his calculations. Mr. Tempest concluded his remarks with a request for UTA to evaluate an alternative to the current route.

Additional public comment received was distributed to the board for review in advance of the meeting and is included in Appendix A to these minutes.

5. Consent

a. Approval of November 09, 2022 Board Meeting Minutes

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, to approve the consent agenda. The motion carried by a unanimous vote.

6. Reports

a. Executive Director's Report

Mr. Fox announced UTA's commuter rail apprenticeship program has been approved by the Department of Labor.

Jay Fox's Birthday
The trustees recognized Mr. Fox's birthday.

Chair Christensen altered the agenda to allow public comment from Rone Tempest (for content, see notes under the Public Comment agenda item in these minutes).

b. UTA Community Advisory Committee Report

Megan Waters, UTA Community Engagement Director, was joined by Cristobal Villegas, UTA Community Engagement Specialist. Mr. Villegas reported on the membership of the Community Advisory Committee, as well as its focus areas and direction, 2022 work, recruitment efforts, and future objectives.

7. Contracts, Disbursements and Grants

Paul Drake, UTA Director of Real Estate & Transit-Oriented Development, was joined by Jordan Swain, UTA Transit-Oriented Development Project Manager. Mr. Swain indicated there are six different consultant pools being formed to provide station area planning services. The pools are separated as follows:

- Pool A: Station Area Planning
- Pool B: Infrastructure Needs Assessment
- Pool C: Zoning Code Analysis and Recommendations
- Pool D: Housing Needs Assessment
- Pool E: Transportation and Parking Demand Management
- (Pool F: No Contracts for Pool F Addressed in Today's Meeting)
- Pool G: Market Analysis

a. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool E (Alta Planning and Design, Inc.)

Mr. Swain requested the board approve a task ordering contract with Alta Planning and Design, Inc. to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

b. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool A (Crandall Arambula)

Mr. Swain requested the board approve a task ordering contract with Crandall Arambula to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

c. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool E (Fehr & Peers)

Mr. Swain requested the board approve a task ordering contract with Fehr & Peers to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

d. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pools A and G (GSBS PC)

Mr. Swain requested the board approve a task ordering contract with GSBS PC to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

e. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool B (Kimley Horn and Associates, Inc.)

Mr. Swain requested the board approve a task ordering contract with Kimley Horn and Associates, Inc. to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

f. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool G (Leland Consulting Group, Inc.)

Mr. Swain requested the board approve a task ordering contract with Leland Consulting Group, Inc. to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

g. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool C (Makers Architecture and Urban Design)

Mr. Swain requested the board approve a task ordering contract with Makers Architecture and Urban Design to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

h. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool A (Moore Iaconfano Goltsman Inc.)

Mr. Swain requested the board approve a task ordering contract with Moore Iaconfano Goltsman Inc. to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

i. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool A (Urban Design Associates, Ltd.)

Mr. Swain requested the board approve a task ordering contract with Urban Design Associates, Ltd. to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

j. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pools A and C (Voda Landscape + Planning)

Mr. Swain requested the board approve a task ordering contract with Voda Landscape + Planning to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

k. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool E (Walker Consultants, Inc.)

Mr. Swain requested the board approve a task ordering contract with Walker

Consultants, Inc. to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

l. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pool B (Wall Consultant Group)

Mr. Swain requested the board approve a task ordering contract with Wall Consultant Group to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

m. Contract: Task Ordering Agreement for TOD Station Area Planning Consultant Pools D and G (Zions Public Finance Inc.)

Mr. Swain requested the board approve a task ordering contract with Zions Public Financing Inc. to assist in station area planning. Any task order for this contract over $200,000 will be brought to the board for approval. Also, if the task order total exceeds $600,000, additional board approval will be required.

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

n. Contract: Funding Agreement for Orange Street End-of-Line Construction Project (Salt Lake City Corporation)

Jaron Robertson, UTA Acting Planning Director, was joined by Julianne Sabula with Salt Lake City Corporation. Mr. Robertson highlighted features of the Orange Street end-of-line (EOL) facility and associated funding. He then requested the board approve a $1,000,000 contract with Salt Lake City Corporation to fund UTA's portion of construction on the EOL project. The city will be contributing $1,100,000. UTA will also be expending an additional $515,000 for charging infrastructure and security equipment.

Ms. Sabula mentioned The Other Side Academy, which is an organization that provides peer mentoring to populations facing economic challenges. The academy is located near the EOL facility.

Discussion ensued. Questions on Salt Lake City employees based in the area near the facility and planned technology infrastructure options were posed by the board and answered by staff. Chair Christensen suggested sharing UTA employee facilities at the site with city employees.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this

contract be approved. The motion carried by a unanimous vote.

o. Contract: Funding Agreement for 200 South Transit Corridor Construction Project (Salt Lake City Corporation)

Mr. Robertson was again joined by Ms. Sabula. Ms. Sabula summarized the 200 South project goals and limitations. She spoke about upgrades to the 200 South corridor and associated funding. Mr. Robertson then requested the board approve a $1,314,900 contract with Salt Lake City Corporation for the installation of conduit and junction boxes as part of the transit amenity improvements along 200 South.

Discussion ensued. Chair Christensen recommended developing a communications strategy to talk publicly about the benefits of establishing transit corridors.

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

p. Contract: Customer Relationship Management (CRM) Software for Customer Service (Verint Americas Inc.)

Nichol Bourdeaux, UTA Chief Planning & Engagement Officer, was joined by Kyle Brimley, UTA IT Director, and Cindy Medford, UTA Manager of Customer Service. Ms. Medford requested the board approve a contract with Verint Americas Inc. for CRM software. The base contract has a three-year term with two one-year options. The total contract, including both option years, is $1,103,390.76.

Discussion ensued. Questions on features of the customer feedback portal, supplemental costs, implementation process, and customer communications plans were posed by the board and answered by staff. Trustee Holbrook suggested setting up an easy navigation feature for customers on the UTA website.

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

q. Change Order: On-Call Systems Maintenance Task Order #23-003 - 2023 General Engineering and Maintenance (Rocky Mountain Systems Services)

Jared Scarbrough, UTA Director of Capital Construction, was joined by Dean Hansen, UTA Manager - Systems Engineering. Mr. Scarbrough requested the board approve a $300,000 change order to the contract with Rocky Mountain System Services for 2023 general engineering and maintenance services.

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

r. Change Order: On-Call Systems Maintenance Task Order #23-007 - 2023 Stray Current Mitigation (Rocky Mountain Systems Services)

Mr. Scarbrough was again joined by Mr. Hansen. Mr. Hansen requested the board approve a $250,617 change order to the contract with Rocky Mountain Systems Services for 2023 stray current mitigation.

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

s. Change Order: On-Call Systems Maintenance Task Order #22-036 - Track Driver eXtra (TDX) and Network Maintenance (Rocky Mountain Systems Services)

Mr. Scarbrough was again joined by Mr. Hansen. Mr. Hansen requested the board approve a $600,000 change order to the contract with Rocky Mountain Systems Services for TDX and network maintenance.

The total contract value, including the three change orders discussed in today's meeting, is $13,643,398.

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

8. Service and Fare Approvals

a. Fare Agreement: Ski Salt Lake Super Pass - Amendment 1 (Visit Salt Lake)

Kensey Kunkel, UTA Manager - Business Development & Sales, requested the board approve an amendment to the agreement with Visit Salt Lake for a Ski Salt Lake Super Pass for the 2022-2023 ski season. The estimated amendment amount is $9,300-$11,300. The contract total, including the amendment, is an estimated $19,300-$21,300.

Discussion ensued. A question on the pass charging process was posed by the board and answered by Ms. Kunkel.

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

9. Discussion Items

a. Future of Light Rail Study

Alex Beim, UTA Acting Manager - Long-Range Strategic Planning, was joined by Mary DeLoretto, UTA Chief Service Development Officer, and David Steadman, UTA Rail Service & Operations Senior Planner. Mr. Beim reviewed the future of light rail study's purpose, development process, and public engagement efforts. He then highlighted key recommendations, including:

- Planning for possible service expansion and reconfiguration
- Optimizing fleet efficiency
- Funding and scheduling key infrastructure renewal/improvement projects
- Collaborating with partners to increase transit signal priority
- Enhancing span of service

Mr. Beim went on to discuss strategic light rail plan benefits, which impact areas such as reliability, ridership, and service and fleet efficiencies. He concluded by addressing capital costs, funding opportunities, plan implementation phasing, and next steps.

Discussion ensued. Questions on the expansion and reconfiguration options, airport transfer locations, fleet speed constraints, increased speed benefits, five-year capital plan incorporation, signal priority, freight track options, costs, track improvement timeline, fleet strategy, and overall plan implementation strategy were posed by the board and answered by staff. Chair Christensen recommended creating a messaging strategy related to fleet efficiency. He also suggested working with Salt Lake City to evaluate different financial models to fund the plan. Trustee Acerson requested an implementation "road map."

10. Other Business

a. Next Meeting: Wednesday, December 7th, 2022 at 9:00 a.m.

11. Closed Session

a. Strategy to Discuss Pending or Reasonably Imminent Litigation

Chair Christensen indicated there were matters to be discussed in closed session relative to pending or reasonably imminent litigation. A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, for a closed session. The motion carried by a unanimous vote.

Chair Christensen called for a break at 10:46 a.m.

The meeting reconvened in closed session at 10:53 a.m.

12. Open Session

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to return to open session. The motion carried by a unanimous vote and the meeting reconvened in open session at 11:09 a.m.

13. Adjourn

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 11:10 a.m.

Transcribed by Cathie Griffiths
Executive Assistant to the Board Chair
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/sitemap/publicbody/940.html> for entire content.

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

Approved Date:

_____
Carlton J. Christensen
Chair, Board of Trustees

Appendix A
Online Public Comment

From George Chapman:
All rail planning, efforts and designs should stop until sufficient bus services are available and drivers are paid enough to stop the constant turnover.

Rail does not have enough parking to justify creating more rail. And Frontrunner ridership is still minimal under 10,000 a day. The free fare increases on Frontrunner was due to families taking kids on the Disneyland like train ride.

UTA should be focusing on providing sufficient respectful bus services before even thinking of rail expansion.

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

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

TITLE:

Executive Director's Report

- **Employee memorials**

AGENDA ITEM TYPE:
Report

RECOMMENDATION:
Informational report for discussion

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

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	William Greene, CFO
PRESENTER(S):	Troy Bingham, Comptroller Randall Larsen, Partner, Gilmore Bell

TITLE:

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

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve resolution R2022-12-01 authorizing the financing of eligible equipment through a Master Equipment Lease-Purchase Agreement (the "Master Lease") that includes approving the bid of Banc of America Public Capital Corp, as lessor to the Master Lease, approving a 2022B Schedule to the Master Lease (the "2022B Schedule"), delegating to certain officers the authority to approve the final terms and provisions of the Master Lease and the 2022B Schedule and execution of the same

BACKGROUND:
Staff introduced the idea of a 5-Year contract for lease financing for all buses, cutaways, vanpool vans and non-revenue vehicle fleet at the September 14, 2022 Board of Trustee meeting as a pre-procurement item. UTA has been leasing buses, cutaways and vanpool vans since 2015.

Previously UTA entered into single year lease agreements for the purchases of vehicles but determined that a multi-year contract will be more advantageous to the Agency.

This 5-year Master Lease will allow UTA to mirror its 5-year replacement plan for buses and the 5-year Capital Plan by securing the lease rates based on an index plus an agreed to percentage for 2022-2026.

DISCUSSION:
Staff reviewed three proposers for the request for proposal (RFP). Banc of America's escrow plans and rates were the most advantageous to UTA. Their proposal would allow the 5 individual yearly traunches of lease funds to be held in escrow held by Zions at current Public Treasurer Investment Fund rates as follows:

- 2022 - $49,268,154
- 2023 - $46,798,000
- 2024 - $46,942,000
- 2025 - $55,751,000
- 2026 - $39,219,000

  Total - $237,978,154

Banc of America's lease rate were based on 79 percent of the Tax Exempt Secured Overnight Financing Rate (SOFR) Swaps Based Index rate plus the following spread:

- 6-years .3621%
- 8-years .5324%
- 10-years .5347%
- 14-years .8521%

Through this resolution the Board is being asked to approve the Master Equipment Lease Purchase Agreement, and the 2022B Schedule to the Master Lease. We will return to the board annually for approval of future year traunches of lease funds.

CONTRACT SUMMARY:

Contractor Name:	Banc of America
Contract Number:	22-03638CG
Base Contract Effective Dates:	12/8/2022-12/31/2026
Extended Contract Dates:	N/A
Existing Contract Value:	$0
Amendment Amount:	$0
New/Total Contract Value:	$298,765,203
Procurement Method:	RFP
Budget Authority:	Amounts are consistent with UTA's 2023-2027 Capital Plan and Debt Service Projections in the Agency's Financial Plan

ALTERNATIVES:
Reject the RFP results and repropose. This would result in UTA losing the rate lock currently agreed upon. This could also drive the choice to not lease vehicles but instead paying cash for all purchases which would

affect the 5-year transit financial plan.

FISCAL IMPACT:
The fiscal impact for 2022 Leases would be approximately $14,145,116 in interest expense over the life of the 6, 8 and 14-year leases. The approximate cost for interest on this contract over the full five-year period is $60,787,049.

ATTACHMENTS:
Resolution

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

R2022-12-01 December 7, 2022

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

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

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

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

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

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

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

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

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

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

4. In order to finance the Project, the Board hereby finds and determines that it is in the best interests of the Authority and residents within the Authority, for the Authority to enter into an initial lease arrangement with substantially the same provisions of the Lease, with an aggregate principal amount for the 2022B Schedule of not more than $49,300,000, to bear interest at an interest rate of not to exceed 79% of the Tax Exempt SOFR Swaps Based Index rate plus a spread of not to exceed (i) .3621% for a six year lease, (ii) .5324% for an eight year lease, (iii) .5347 for a ten year least and (iv) .8521% for a fourteen year lease, and terms of not to exceed fourteen years, as shall be approved by the Designated Officers, all within the Parameters set forth herein. The Designated Officers may approve and execute the Lease, within the parameters described herein, following adoption of this Resolution.

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

6. Any of the Designated Officers are hereby authorized and directed to execute and deliver for and on behalf of the Board and the Authority any or all additional certificates, documents and other papers (including escrow and investment

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agreements) and to perform all other acts they may deem necessary or appropriate in order to implement and carry out the matters authorized in this Resolution and the documents authorized and approved herein.

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

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

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

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

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

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

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

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

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

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved As To Form:

DocuSigned by:
David Wilkins
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Legal Counsel

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EXHIBIT A

FORM OF LEASE

DocuSign Envelope ID: F24CB8C1-9294-4384-A425-EA10E0910391

Gilmore & Bell, P.C.
Draft-November 22, 2022

MASTER EQUIPMENT LEASE-PURCHASE AGREEMENT

This Master Equipment Lease-Purchase Agreement (the "Master Agreement") dated as of December 16, 2022, and entered into by and between BANC OF AMERICA PUBLIC CAPITAL CORP, a corporation organized under the laws of State of Kansas ("Lessor"), and the UTAH TRANSIT AUTHORITY, a public transit district existing under the laws of the State of Utah ("Lessee"):

WITNESSETH:

WHEREAS, Lessee desires to lease and acquire from Lessor certain Equipment described in each Schedule (as each such term is defined herein), subject to the terms and conditions of and for the purposes set forth in each Lease; and in the event of a conflict the terms of a Schedule prevail; and

WHEREAS, the relationship between the parties shall be a continuing one, subject to and contingent upon Lessee's appropriation of funds for this purpose each year, and items of Equipment and other personal property may be financed pursuant to one or more Leases entered into from time to time in accordance with this Master Agreement by execution and delivery of additional Schedules by the parties hereto, subject to the terms and conditions provided herein; and

WHEREAS, Lessee is authorized under the constitution and laws of the State of Utah to enter into this Master Agreement and each Schedule for the purposes set forth herein and therein; and

NOW THEREFORE, for and in consideration of the mutual promises, covenants and agreements hereinafter set forth, the parties hereto agree as follows:

ARTICLE I

DEMISING CLAUSE; TITLE; SECURITY

Section 1.1 Agreement to Lease. Subject to the terms of this Master Agreement, Lessor agrees to provide the funds specified as the "Acquisition Amount" in each Lease for Lessee to acquire and install the Equipment described in the related Schedule. Upon the execution and delivery of each Lease, Lessor thereby demises, leases, and lets to Lessee and Lessee thereby rents, leases and hires from Lessor, the Equipment as set forth in such Lease and in accordance with the terms thereof. The latest date for any funding under this Master Agreement is December __, 2026.

Section 1.2 Title. During the Term under each Lease, title to the Equipment under the related Lease will be transferred to, vested and held in the name of, Lessee, subject to retransfer to Lessor as provided in Section 3.4 and further subject to Lessee's right under that Lease to exercise its option to purchase provided in Article V hereof and in accordance with the terms set forth in

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such Lease. Upon termination of a Lease pursuant to Sections 3.3(a) or 3.3(c), title to the Equipment that is subject thereto will transfer automatically to Lessor without the need for any further action on the part of Lessee, who by this Master Agreement appoints Lessor its irrevocable attorney in fact solely for the purpose of taking such action as is necessary to so transfer title to the Equipment to Lessor for each such Lease. Lessor at all times will have reasonable access to the Equipment that is subject to a Lease during regular business hours for the purpose of inspection, alteration, and repair.

Section 1.3 Security. To secure the payment of all of Lessee's obligations to Lessor under each Lease, Lessee grants to Lessor a security interest in (i) the Equipment that is subject to such Lease and in all additions, attachments, accessions and substitutions to or for the Equipment subject thereto, (ii) any moneys and investments held from time to time in the Escrow Account held under the related Escrow Agreement, and (iii) any and all proceeds of the foregoing. Lessee agrees to execute such additional documents, including financing statements, affidavits, notices, and similar instruments, in form satisfactory to Lessor, which Lessor deems necessary or advisable to establish and maintain its security interest in the Equipment that is subject to a Lease. Under the laws of the State of Utah, such pledge and assignment and security interest is automatically perfected as provided in Section 11-14-501, Utah Code Annotated 1953, as amended, and is and shall have priority as against all parties having claims of any kind in tort, contract, or otherwise hereafter imposed on such Equipment.

This Master Agreement does not create any pledge of or lien on the revenues of Lessee, including without limitation, the revenues pledged to any of its bonds, notes or other indebtedness and nothing in this Master Agreement or in a Lease shall be construed to limit the ability of Lessee to issue bonds, notes or other indebtedness secured by its revenues or any of its assets other than a lien on the Equipment subject thereto.

ARTICLE II

DEFINITIONS

The terms defined in this Article II shall, for purposes of this Master Agreement and all Schedules executed and delivered hereunder, have the meaning herein specified unless the context clearly otherwise requires:

"Acquisition Amount" means, with respect to each Lease, the amount specified in the related Schedule and represented by Lessee to be sufficient, together with other funds of Lessee (if any) that are legally available for the purpose of acquiring and installing the Equipment listed in such Lease.

"Acquisition Period" means, with respect to each Lease for which an Escrow Account is established, that period identified in the related Schedule during which the Lease Proceeds attributable to such Lease may be expended for costs of the Equipment pursuant to the related Escrow Agreement.

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"Code" means the Internal Revenue Code of 1986 as amended. Each reference to a section of the Code herein and in a Lease shall be deemed to include the relevant United States Treasury Regulations proposed or in effect thereunder.

"Commencement Date" means, for each Lease, the date when Lessee's obligation to make payments commences thereunder, which date shall be the earlier of (a) the date on which the Equipment listed in such Lease is accepted by Lessee in the manner described in Section 3.5 hereof, or (b) the date on which sufficient moneys to acquire and install the Equipment listed in such Lease are deposited for that purpose in an Escrow Account.

"Equipment" means, with respect to each Lease, the property listed in the related Schedule and all additions, attachments, accessions and substitutions to or for such Equipment, and as may be more fully described in each draw under the related Escrow Agreement for such Lease. Whenever reference is made in this Master Agreement to Equipment listed in a Lease, such reference shall be deemed to include all additions, attachments, accessions and substitutions to or for such Equipment.

"Escrow Account" means, with respect to any Lease, the account established and held by the Escrow Agent pursuant to the related Escrow Agreement, if any.

"Escrow Agent" means, with respect to each Lease for which an Escrow Account is established, the Escrow Agent identified in the related Escrow Agreement, and its successor and assigns.

"Escrow Agreement" means, with respect to each Lease for which an Escrow Account is established, an Escrow and Account Control Agreement, substantially in the form of Exhibit C attached hereto, in form and substance acceptable to and executed by Lessee, Lessor and the Escrow Agent, pursuant to which an Escrow Account is established and administered.

"Event of Taxability" has the meaning assigned in Section 6.1(g).

"Lease" means a Schedule and the terms and provisions of this Master Agreement which are incorporated by reference into such Schedule.

"Lease Proceeds" means, with respect to each Lease, the total amount of money to be paid by Lessor on the Commencement Date thereof, to be disbursed pursuant to written instructions from Lessee.

"Lessee" means the entity referred to as Lessee in the first paragraph of this Master Agreement.

"Lessor" means (a) the entity referred to as Lessor in the first paragraph of this Master Agreement (or any affiliated entity that acts as the Lessor under a Lease, which may include Banc of America Public Capital Corp or Banc of America Leasing and Capital LLC) and its successors or (b) any assignee or transferee pursuant to Section 11.2 hereof of any right, title or interest of Lessor in and to the Equipment under the applicable Lease (including the Rental Payments and other amounts due thereunder), any related Escrow Agreement and Escrow Account, but does not

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include any entity solely by reason of that entity retaining or assuming any obligation of Lessor to perform hereunder or under such Lease.

"Master Agreement" means this Master Equipment Lease-Purchase Agreement, including the exhibits hereto, together with any amendments and modifications hereto pursuant to Section 11.9 hereof.

"Option Purchase Price" means, with respect to the Equipment listed in a Lease, the amount which Lessee must pay Lessor to purchase such Equipment, as provided therein.

"Original Term" means, with respect to each Lease, the period from the Commencement Date identified in the related Schedule until the end of the fiscal year of Lessee in effect at such Commencement Date.

"Payment Schedule" means, with respect to each Lease, the Rental Payment Schedule attached to and made a part of the related Schedule.

"Renewal Terms" means, with respect to each Lease, the consecutive additional periods of one year (coextensive with Lessee's fiscal year) as specified in the related Schedule applicable thereto.

"Rental Payment Date" means, with respect to each Lease, each date on which Lessee is required to make a Rental Payment under such Lease as specified in the related Payment Schedule.

"Rental Payments" means, with respect to each Lease, the rental payments payable by Lessee on the Rental Payment Dates and in the amounts specified in the related Payment Schedule, consisting of a principal component and an interest component, and in all cases sufficient to repay the principal component under such Lease and interest thereon at the interest rate set forth therein (or Taxable Rate if then in effect).

"Schedule" means each separately numbered Schedule of Property, substantially in the form of Exhibit A hereto, together with the related Payment Schedule and any riders attached to such Schedule of Property.

"Taxable Rate" means, with respect to each Lease, for each day that the interest component of Rental Payments is taxable for federal income tax purposes, an interest rate equal to the interest rate for such Lease, plus a rate sufficient that such total interest to be paid on any Rental Payment Date would, after such interest was reduced by the amount of any federal, state or local income tax (including any interest, penalties or additions to tax) actually imposed thereon, equal the amount of interest otherwise due to Lessor.

"Tax Certificate" means, with respect to each Lease, a Tax Certificate, substantially in the form of Exhibit G hereto, to be executed by Lessee in connection therewith.

"Tax-Exempt Rental Payments" means, with respect to each Lease, Rental Payments related thereto, the interest portion of which is excludable from gross income for federal income tax purposes.

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"Term" or "Term of Lease" means, with respect to each Lease, the Original Term and all Renewal Terms provided in the related Schedule.

"Vendor" shall mean the manufacturer of the Equipment listed in a Schedule and the manufacturer's agent or dealer from whom Lessee purchased the Equipment pursuant to the related Lease.

ARTICLE III

LEASE TERM

Section 3.1 Commencement. This Master Agreement shall be effective beginning on the date hereof and, unless terminated pursuant to its terms, this Master Agreement shall remain in effect for the longer of the Term of any Lease entered into between Lessor and Lessee hereunder or five (5) years. The Term of each Lease shall commence as of the Commencement Date thereof.

Section 3.2 Duration of Lease; Nonappropriation. The Term for each Lease will continue until midnight on the last day of the fiscal year of Lessee in effect at the Commencement Date for such Lease (the "Original Term"). Thereafter, each Lease will be automatically extended for successive additional periods of one year coextensive with Lessee's fiscal year as set forth therein (the "Renewal Terms"), unless such Lease is terminated as hereinafter provided.

The parties understand that as long as Lessee has sufficient appropriated funds to make the Rental Payments under a Lease, Lessee will keep such Lease in effect through all Renewal Terms thereof and make all payments required therein, or Lessee will exercise its option to purchase the Equipment as set forth therein and described in Article V of this Master Agreement. Lessee hereby declares that, as of the date of the execution of this Master Agreement, Lessee currently has an essential need for the Equipment to be leased under each Lease to carry out and give effect to the public purposes of Lessee. Lessee reasonably believes that it will have a need for the Equipment to be leased under each Lease for the duration of the Original Term and all Renewal Terms thereof. If Lessee does not appropriate funds to continue the leasing of the Equipment for a Lease (an "Event of Nonappropriation") for any ensuing Renewal Term thereof, such Lease will terminate upon the expiration of the Original Term or Renewal Term for such Lease then in effect and Lessee shall notify Lessor of such termination at least ten (10) days prior to the expiration of the Original Term or Renewal Term then in effect; provided, however, that a failure to give such written notice shall not constitute an Event of Default under such Lease, result in any liability on the part of Lessee or otherwise affect the termination thereof as set forth hereinabove.

Section 3.3 Termination. Each Lease will terminate upon the earliest to occur of any of the following events:

(a) the expiration of the Original Term or any Renewal Term thereof wherein an Event of Nonappropriation has occurred resulting in a lack of funds to continue the leasing of the Equipment for the ensuing Renewal Term thereunder;

(b) the exercise by Lessee of any option to purchase granted in such Lease by which Lessee purchases all of the Equipment subject thereto;

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(c) a default by Lessee and Lessor's election to terminate such Lease pursuant to the provisions set forth in Article VII herein; or

(d) upon the payment of all Rental Payments and all other amounts due thereunder.

Section 3.4 Return of Equipment Upon Termination. Upon termination of a Lease pursuant to Section 3.3(a) or (c) of this Master Agreement, Lessee shall return the Equipment that is subject to that Lease, freight and insurance prepaid, at Lessee's expense to a location designated by Lessor in the condition, repair, appearance and working order required in Section 9.2 hereof. In the event that Lessee refuses to return such Equipment in the manner designated, Lessor may repossess such Equipment and charge to Lessee the costs of such repossession and the Rental Payments through the earlier of (i) actual repossession by Lessor or (ii) 30 days from the date of termination of such Lease. Lessee's obligations under the provisions of this Section are subject to and payable solely from funds appropriated for such purpose for such Lease.

Section 3.5 Delivery, Installation and Acceptance of the Equipment.

(a) With respect to each, Lessee shall order the Equipment to be acquired and financed thereunder, cause the Equipment to be delivered and installed at the location(s) specified in such Lease and pay any and all delivery and installation costs and other costs in connection therewith in a reasonable and customary manner. When the Equipment listed in a Lease has been delivered and installed, Lessee shall promptly accept such Equipment and evidence said acceptance by executing and delivering to Lessor an Acceptance Certificate in the form attached hereto as Exhibit B; provided, however, that if an Escrow Account has been established with respect to such Lease as provided in Section 3.6 hereof, Lessee shall execute and deliver a disbursement request to Lessor pursuant to the related Escrow Agreement for the purpose of effecting disbursements from the Escrow Account to pay (or reimburse) costs of the Equipment so acquired and installed pursuant to such Lease. In connection with the execution and delivery by Lessee to Lessor of the final disbursement request under the applicable Escrow Agreement for a Lease, Lessee shall deliver to Lessor a Final Acceptance Certificate in the form attached to the applicable Escrow Agreement.

(b) With respect to a Lease entered into without an Escrow Agreement, Lessee shall deliver to Lessor copies of invoices (and proof of payment of such invoices if Lessee seeks reimbursement for prior expenditures) and bills of sale (if title to such Equipment has passed to Lessee) relating to each item of Equipment accepted by Lessee. Lessee shall execute and deliver to Lessor a Schedule pursuant to Section 3.6 hereof within 5 business days of receipt from Lessor, subject to satisfaction of the conditions set forth in Section 3.6. With respect to a Lease entered into with an Escrow Agreement, Lessor shall prepare a Schedule. In connection with the execution and delivery of the related Escrow Agreement, Lessee shall execute and deliver to Lessor such Schedule pursuant to Section 3.6 within 3 business days of receipt, subject to satisfaction of the conditions set forth in Section 3.6. Lessee shall deliver to Lessor together with each disbursement request invoices (and proof of payment of such invoices if Lessee seeks reimbursement for prior expenditures) and bills of sale or other evidence of title transfer to Lessee relating to each item of Equipment accepted by Lessee as evidenced by such disbursement request. Once approved, Lessor

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shall deliver such disbursement request to the Escrow Agent for disbursement from the Escrow Account in accordance with the Escrow Agreement.

Section 3.6 Conditions to Lessor's Performance Under A Lease.

(a) As a prerequisite to the performance by Lessor of any of its obligations pursuant to any Lease, Lessee shall deliver to Lessor the following:

(1) A fully completed Schedule, executed by Lessee;

(2) If Lessor pays 100% of the Acquisition Amount directly to the Vendor (or to Lessee in reimbursement for payments to the Vendor) upon the execution and delivery of a Lease, an Acceptance Certificate substantially in the form attached hereto as Exhibit B, satisfactory to Lessor and executed by Lessee;

(3) If an Escrow Account is to be established with respect to such Lease, an Escrow Agreement substantially in the form attached hereto as Exhibit C, satisfactory to Lessor and executed by Lessee, Lessor and the Escrow Agent.

(4) An incumbency and authorization certificate executed by Authorized Counsel to Lessee or other comparable officer of Lessee, in substantially the form attached hereto as Exhibit D, completed to the satisfaction of Lessor.

(5) A certified copy of a resolution or other official action of Lessee's governing body authorizing the execution and delivery of the Lease and performance by Lessee of its obligations thereunder; and if a Lease provides for reimbursement of Lessee for amounts paid to a Vendor prior to the execution and delivery of the Lease, a certified copy of a reimbursement resolution (a "Declaration of Intent") of Lessee.

(6) An opinion of counsel to Lessee in substantially the form attached hereto as Exhibit E respecting such Lease and otherwise satisfactory to Lessor.

(7) An executed essential use/source of funds certificate in substantially the form attached hereto as Exhibit F.

(8) Evidence of insurance as required by Section 10.2 hereof.

(9) All other closing documents reasonably required by Lessor, including certificates, notices and similar instruments, in form satisfactory to Lessor.

(10) An executed Tax Certificate, substantially in the form attached hereto as Exhibit G, satisfactory to Lessor and executed by Lessee, including fully completed and executed IRS form 8038-G or 8038-GC, as appropriate for such Lease.

(11) Such other items, if any, as are set forth in such Lease or are reasonably required by Lessor.

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(b) In addition, the entering into by Lessor of any Lease shall be subject to (i) annual review and approval by Lessor's credit administration, (ii) no material adverse change in the financial condition of Lessee since the date of this Master Agreement, (iii) no Event of Default having occurred, (iv) no Event of Nonappropriation with respect to any Lease under this Master Agreement having occurred and (v) if no Escrow Account has been established, the Equipment must be accepted by Lessee not later than the Commencement Date for such Lease.

(c) Subject to satisfaction of the foregoing, Lessor will pay the Acquisition Amount described in such Schedule to the Vendor or to Lessee (to reimburse Lessee for payments to the Vendor), as applicable, upon receipt of the documents described in this Section; or if an Escrow Account has been established pursuant to an Escrow Agreement, Lessor will deposit the Acquisition Amount described in such Schedule with the Escrow Agent.

(d) This Master Agreement is not a commitment by Lessor to enter into any Lease not currently in existence, and nothing in this Master Agreement shall be construed to impose any obligation upon Lessor to enter into any proposed Lease, it being understood that whether Lessor enters into any proposed Lease shall be a decision solely within Lessor's discretion.

(e) Lessee will cooperate with Lessor in Lessor's review of any proposed Lease. Without limiting the foregoing, Lessee will provide Lessor with any documentation or information Lessor may request in connection with Lessor's review of any proposed Lease. Such documentation may include, without limitation, documentation concerning the Equipment and its contemplated use and location and documentation or information concerning the financial status of Lessee and other matters related to Lessee.

ARTICLE IV

RENTAL PAYMENTS

Section 4.1 Amount. Lessee will pay Lessor as rent for the use of the Equipment during the Original Term and any Renewal Terms the Rental Payments set forth in such Lease on the dates and in the amounts set forth therein. All Rental Payments shall be paid, exclusively from legally available funds, in lawful money of the United States of America to Lessor at Lessor's address set forth in Section 11.4 or to such other person or entity or at such other place as Lessor may from time to time designate by at least thirty (30) days advance written notice to Lessee.

Section 4.2 Portion of Rental Payments Attributable to Interest. A portion of each Rental Payment is paid as and is representative of interest, and the balance of each Rental Payment is paid as, and represents payment of, principal. Each Lease shall set forth the principal and interest components of each Rental Payment payable thereunder during the applicable Term of Lease. Such interest components shall be computed on the basis of a 360-day year of twelve 30-day months.

Section 4.3 No Right to Withhold. Notwithstanding any dispute between Lessee, Lessor, or any other party, Lessee will make all Rental Payments under each Lease when due, without withholding any portion of such rent, pending final resolution of such dispute by mutual agreement between the parties thereto or by a court of competent jurisdiction. The obligation of Lessee to pay Rental Payments under a Lease during the Original Term and any Renewal Term

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thereof is absolute and unconditional and shall not be abated for any reason, subject to the right of Lessee to terminate such Lease at the conclusion of the Original Term or any Renewal Term due to an Event of Nonappropriation thereunder.

Section 4.4 Rental Payments to Constitute a Current Obligation of Lessee. Lessee and Lessor acknowledge and agree that the obligation of Lessee to pay Rental Payments under each Lease constitutes a current obligation of Lessee payable exclusively from current and legally available funds and shall not in any way be construed to be an indebtedness of Lessee within the meaning of any provision of the laws of the State of Utah or any section of the Utah Constitution, or any other constitutional or statutory limitation or requirement applicable to Lessee concerning the creation of indebtedness. Lessee has not pledged the general credit of Lessee or any revenues or assets of Lessee to the payment of Rental Payments under a Lease, or the interest thereon, and neither this Master Agreement or any Lease shall obligate Lessee to apply any other money to Rental Payments under a Lease or any interest thereon.

ARTICLE V

PURCHASE OF EQUIPMENT

Section 5.1 Option Purchase Price. Lessee shall have the option (the "Option") to purchase the Equipment listed in a Lease from Lessor from and after the date specified therein (if any) in the applicable Payment Schedule (the "Option Purchase Price Commencement Date") at a price equal to the Option Purchase Price set forth therein, plus accrued and unpaid interest (if any) and any Rental Payments due on the date of purchase.

Section 5.2 Manner of Exercise of Option. To exercise the Option under a Lease, Lessee must deliver to Lessor written notice specifying the date on which the Equipment subject to such Lease is to be purchased, which notice must be delivered to Lessor at least thirty (30) days prior to the date of purchase specified therein. At the closing of the Option and upon payment of the Option Purchase Price, Lessor will deliver to Lessee all documents necessary to clear and release any related lien, encumbrance or security interest created by or arising through Lessor of the Lease.

Section 5.3 Conditions of Exercise of Option. Lessee may purchase the Equipment pursuant to the Option under a Lease sonly if Lessee is not in default in the payment of Rental Payments thereunder, in accordance with the provisions thereof (or has remedied any defaults).

Section 5.4 Termination Purchase. Upon the expiration of the Term for such Lease as stated in Section 3.3(d) and provided that the conditions of Section 5.3 have been satisfied for that Lease, Lessee shall be deemed to have purchased all of the Equipment thereunder (without the payment of additional sums and without any notice required by Section 5.2) and shall be vested with all rights and title to all of the Equipment thereunder. Lessor agrees that upon the occurrence of the events as provided in this Section 5.4, it shall deliver to Lessee the documents specified in Section 5.2.

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ARTICLE VI

REPRESENTATIONS, COVENANTS, AND WARRANTIES OF LESSEE AND LESSOR

Section 6.1 Representations, Covenants and Warranties of Lessee. Lessee represents, covenants, and warrants for the benefit of Lessor on the date hereof and as of the Commencement Date of each Lease as follows:

(a) Lessee is a public transit district, duly organized and existing under the Constitution and laws of the State of Utah.

(b) Lessee is authorized by the Constitution and laws of the State of Utah to enter into this Master Agreement, each Lease and each Escrow Agreement and to effect all of Lessee's obligations thereunder. To the knowledge of the undersigned, there is no litigation or other proceeding challenging in any way Lessee's authority to execute this Master Agreement, any Lease or any Escrow Agreement and perform its obligations hereunder and thereunder. To the knowledge of the undersigned, the execution and delivery of this Master Agreement, each Lease and each Escrow Agreement by Lessee and the performance of Lessee's obligations hereunder and thereunder does not conflict with or constitute a breach of or default under (with or without notice or lapse of time), any other instrument to which Lessee is a party.

(c) All procedures and requirements, including any public bidding requirements, required to be met by Lessee prior to the execution of this Master Agreement and each Lease in order to ensure the enforceability thereof have been met and all Rental Payments and other payment obligations will be paid out of funds legally available for such purpose.

(d) Lessee will use and service the Equipment that is subject to each Lease in accordance with the Vendor's written instructions, if any, provided to Lessee.

(e) During the Term of each Lease, Lessee shall comply with the related Tax Certificate, and such Equipment will be used by Lessee only for the purpose of performing one or more governmental or proprietary functions of Lessee consistent with the permissible scope of Lessee's authority.

(f) Equipment related to Tax-Exempt Rental Payments for each Lease shall be used solely by Lessee (except as otherwise permitted by the Code) and shall not be subject to any direct or indirect private business use or to make any loans.

(g) Lessee agrees that it will not take any action that would cause the interest component of Tax-Exempt Rental Payments for each Lease to be or to become ineligible for the exclusion from gross income of Lessor for federal income tax purposes, nor will it omit to take or cause to be taken, in a timely manner, any action, which omission would cause the interest component of such Tax-Exempt Rental Payments to be or to become ineligible for the exclusion from gross income of Lessor for federal income tax purposes.

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Upon the occurrence of an Event of Taxability with respect to a Lease, the interest component of Rental Payments thereunder and any charge on Rental Payments or other amounts payable based on the interest rate described therein shall have accrued and be payable at the Taxable Rate retroactive to the date as of which the interest component for such Lease is determined by the Internal Revenue Service to be includable in the gross income of the owner or owners thereof for federal income tax purposes, and Lessee will pay such additional amount as will result in Lessor receiving the interest component at the Taxable Rate. For purposes of this Section, "Event of Taxability" means the circumstance of the interest component of any Rental Payment paid or payable pursuant to a Lease becoming includable for federal income tax purposes in Lessor's gross income as a consequence of any act, omission or event whatsoever, including but not limited to the matters described in the immediately succeeding sentence, and regardless of whether the same was within or beyond the control of Lessee. An Event of Taxability shall be presumed to have occurred upon (a) the receipt by Lessor or Lessee of an original or a copy of an Internal Revenue Service Technical Advice Memorandum or Statutory Notice of Deficiency or other written correspondence which legally holds that the interest component of any Rental Payment under such Lease is includable in the gross income of Lessor; (b) the issuance of any public or private ruling of the Internal Revenue Service that the interest component of any Rental Payment under such Lease is includable in the gross income of Lessor; or (c) receipt by Lessor or Lessee of a written opinion of a nationally recognized firm of attorneys experienced in matters pertaining to the tax exempt status of interest on obligations issued by states and their political subdivisions, selected by Lessor and acceptable to Lessee, to the effect that the interest component of any Rental Payment under a Lease has become includable in the gross income of Lessor for federal income tax purposes. For all purposes of this definition, an Event of Taxability shall be deemed to occur on the date as of which the interest component of any Rental Payment is deemed includable in the gross income of the owner thereof for federal income tax purposes.

(h) With relation to Tax-Exempt Rental Payments, such Lease constitutes neither (i) a private activity bond, as defined in Section 141 of the Internal Revenue Code of 1986, as amended (the "Code"), nor (ii) an arbitrage bond, as defined in Section 148 of the Code.

(i) For Tax-Exempt Rental Payments, the obligations of Lessee under such Lease are not federally guaranteed within the meaning of Section 149(b) of the Code.

(j) With relation to Tax-Exempt Rental Payments, in compliance with Section 149(e) of the Code relating to information reporting, Lessee will cause to be filed with the Internal Revenue Service, IRS form 8038-G or 8038-GC, as appropriate for such Lease.

(k) With relation to Tax-Exempt Rental Payments, Lessee covenants and certifies to and for the benefit of Lessor that no use will be made of any of the proceeds of the execution and delivery of such Lease or any funds or accounts of Lessee which may be deemed to be available proceeds thereof, pursuant to Section 148 of the Code, and applicable Treasury Regulations (promulgated or proposed) thereunder, which use, if it had been reasonably expected on the date of the execution and delivery thereof, would have caused such Lease to be classified as an "arbitrage bond" within the meaning of Section

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148 of the Code. Pursuant to this covenant, Lessee obligates itself to comply throughout the Term of such Lease with the requirements of Section 148 of the Code and the Treasury Regulations proposed or promulgated thereunder as the same presently exist, or may from time to time be amended, supplemented or revised. Additional representations and covenants of Lessee with respect to matters governed by the Code and Treasury Regulations relating to the Tax-Exempt Rental Payments, including without limitation Treasury Regulations Sections 1.148-1 through 1.148-11, Section 1.149 and Sections 1.150-1 and 1.150-2, will be set forth in the Tax Certificate for such Lease.

(l) With relation to Tax-Exempt Rental Payments, except for capital expenditures (i) contemplated by the Declaration of Official Intent provided by Lessee with respect to a Lease, and (ii) paid after the date of the Declaration of Official Intent (or within 60 days prior to the date thereof), no proceeds of such Lease will be used to reimburse amounts expended prior to the Commencement Date thereof.

(m) During the term of each Lease, Lessee covenants and agrees (1) to include in its annual tentative budget prepared by the appropriate officials acting on behalf of Lessee in accordance with applicable law an item for expenditure of an amount necessary to pay the Rental Payments for the Equipment during the next succeeding Renewal Term for such Lease, and (2) to take such further action (or cause the same to be taken) as may be necessary or desirable to assure that the final budget submitted to the governing body of Lessee for its consideration seeks an appropriation of moneys sufficient to pay such Rental Payments.

(n) Lessee has never non-appropriated or defaulted under any of its payment or performance covenants, either under any municipal lease of the same general nature as this Agreement or under any of its bonds, notes or other debt obligations.

(o) Throughout the Term of each Lease, Lessee shall have available for Lessor's inspection a copy of its audited financial statements within two hundred (200) days of its fiscal year end, unless due to circumstances reasonably outside of its control said statements cannot be completed within two hundred (200) days. In such event, unless reasonably agreed to otherwise by Lessor, audited financial statements shall be made available within two-hundred-twenty (220) days of its fiscal year end.

(p) Lessee has not directly or indirectly caused to be created any lien or encumbrance on the Equipment to be acquired and installed under each Lease, except the security interest granted therein, as set forth in Section 1.3 hereof.

Section 6.2 Representations, Covenants and Warranties of Lessor. Lessor represents, covenants, and warrants as follows:

(i) During the Term of each Lease, Lessor will provide Lessee with quiet use and enjoyment of the Equipment, without suit, trouble, or hindrance from Lessor or through Lessor, except upon the occurrence of the events described in Section 3.3 (a) and (c) of this Master Agreement.

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(ii) With respect to each Lease, Lessee shall order the Equipment and Lessor shall lease the same to Lessee as herein provided pursuant to the terms set forth in such Lease, Lessor's role being the facilitation of the financing of the Equipment under each Lease for Lessee. FOR PURPOSE OF THIS MASTER AGREEMENT AND EACH LEASE AND ANY PURCHASE OF THE EQUIPMENT EFFECTED THEREUNDER, LESSOR EXPRESSLY DISCLAIMS ANY WARRANTY WITH RESPECT TO THE CONDITION, QUALITY, DURABILITY, SUITABILITY, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OF SUCH EQUIPMENT IN ANY RESPECT, AND ANY OTHER REPRESENTATION, WARRANTY, OR COVENANT, EXPRESS OR IMPLIED. LESSOR WILL NOT BE LIABLE TO LESSEE FOR ANY LIABILITY, LOSS, OR DAMAGE CAUSED OR ALLEGED TO BE CAUSED, DIRECTLY OR INDIRECTLY, BY ANY INADEQUACY, DEFICIENCY, OR DEFECT IN ANY EQUIPMENT UNDER A LEASE, OR BY ANY USE OF THE EQUIPMENT, WHATSOEVER. Lessor assigns to Lessee, without recourse, for the Term of each Lease all manufacturer warranties and guarantees, express or implied, pertinent to such Equipment, and authorizes Lessee to obtain the customary services furnished in connection with such guarantees and warranties at Lessee's expense.

ARTICLE VII

EVENTS OF DEFAULT AND REMEDIES

Section 7.1 Events of Default Defined. The following shall be "events of default" under a Lease and the terms "Event of Default" and "default" shall mean, whenever they are used in this Master Agreement or a Lease, any one or more of the following events:

(a) Failure by Lessee to pay any Rental Payment or other payment required to be paid under any Lease within fifteen (15) days of the time specified herein.

(b) Failure by Lessee to observe and perform any covenant, condition or agreement contained in this Master Agreement or any Lease on its part to be observed or performed, other than as referred to in Section 7.1 (a), for a period of 20 days (10 days in the case of a failure to comply with Section 10.2 hereof) after written notice, specifying such failure and requesting that it be remedied, is given to Lessee by Lessor, unless Lessor shall agree in writing to an extension of such time prior to its expiration; provided, however, if the failure stated in the notice cannot be corrected within the applicable period, Lessor will not unreasonably withhold its consent to an extension of such time if corrective action is instituted by Lessee within the applicable period and diligently pursued until the default is corrected.

(c) Lessee shall (i) apply for or consent to the appointment of a receiver, trustee, custodian or liquidator of Lessee, or of all or a substantial part of the assets of Lessee, (ii) be unable, fail or admit in writing its inability generally to pay its debts as they become due, (iii) make a general assignment for the benefit of creditors, or (iv) file a voluntary petition in bankruptcy or a petition or an answer seeking reorganization or an arrangement

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with creditors or taking advantage of any insolvency law or any answer admitting the material allegations of a petition filed against Lessee in any bankruptcy, reorganization or insolvency proceeding.

(d) An order, judgment or decree shall be entered by any court of competent jurisdiction, approving a petition or appointing a receiver, trustee, custodian or liquidator for Lessee or of all or a substantial part of the assets of Lessee, in each case without its application, approval or consent, and such order, judgment or decree shall continue unstayed and in effect for any period of thirty (30) consecutive days.

The foregoing provisions of this Section 7.1 are subject to (i) the provisions of Section 3.2 hereof with respect to an Event of Nonappropriation; and (ii) if by reason of force majeure Lessee is unable in whole or in part to carry out its agreement contained in this Master Agreement or any Lease on its part, other than the obligations on the part of Lessee contained in Article IV hereof and Section 10.2 hereof, Lessee shall not be deemed in default during the continuance of such inability. The term "force majeure" as used herein shall mean, without limitation, the following: acts of God; strikes, lockouts or other industrial disturbances; acts of public enemies; orders or restraints of any kind of the government of the United States of America or of the State of Utah or any of their departments, agencies or officials, or any civil or military authority; insurrections; riots; landslides; earthquakes; fires; storms, droughts; floods; explosions; breakage or accident to machinery, transmission pipes or canals; or any other cause or event not reasonably within the control of Lessee.

Section 7.2 Remedies on Default. Whenever any Event of Default under any Lease referred to in Section 7.1 hereof shall have happened and be continuing, Lessor shall have the right, at its sole option without any further demand or notice to take one or any combination of the following remedial steps with respect to any or all Leases with an Event of Default thereunder:

(a) With or without terminating the Term under such Lease, retake possession of the Equipment listed in such Lease or by written notice to Lessee, request Lessee to (and Lessee agrees that it will), at Lessee's expense, promptly return such Equipment to Lessor in the manner set forth in Section 3.4 hereof and Lessor may sell, lease or otherwise dispose of such Equipment;

(b) Take whatever action at law or in equity may appear necessary or desirable to enforce its rights under such Lease or such related Escrow Agreement or as a secured party in any or all of the Equipment subject to such Lease or with respect to the related Escrow Account for such Lease;

(c) Terminate the Escrow Agreement relating to such Lease and apply any proceeds in such applicable Escrow Account thereunder to the Rental Payments due thereunder; and

(d) With or without terminating such Lease, declare all Rental Payments due during the Original Term or Renewal Term thereunder in effect on the date of the default to be immediately due and payable whereupon such Rental Payments shall be due and payable, but solely from legally available funds appropriated for such purpose.

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Any amount realized upon a sale, lease or other disposition of Equipment subject to a Lease or from the exercise of any other remedies thereunder shall be applied as follows:

First: To pay all reasonable expenses of the repossession and/or disposition of the Equipment listed in such Lease;

Second: To the payment of all principal (using for this purpose the Option Purchase Price) and interest (accrued to the date of payment) owing Lessor under such Lease; and

Third: Any excess shall be returned to Lessee as an overpayment of rent under such Lease.

Section 7.3 No Remedy Exclusive. No remedy herein or in a Lease conferred upon or reserved to Lessor is intended to be exclusive and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder and/or under any Lease now or hereafter existing at law or in equity. No delay or omission to exercise any right or power accruing upon any default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient. In order to entitle Lessor to exercise any remedy reserved to it in this Article VII, it shall not be necessary to give any notice, other than such notice as may be required in this Article VII.

Section 7.4 No Deficiency Judgment. Anything in this Master Agreement or any Lease to the contrary notwithstanding, the remedies of Lessor shall be limited to repossession and disposal of the Equipment subject to such Lease and no judgment for any deficiency or any other amounts owing thereunder shall be entered against Lessee except with respect to the Rental Payments due during the Original Term or Renewal Term for such Lease in effect on the date of the default, but then solely from legally available funds appropriated for such purpose.

Section 7.5 Waiver of Certain Damages. With respect to all of the remedies of Section 7.2 above, Lessee expressly waives any damages occasioned by Lessor's repossession of the Equipment subject to a Lease.

ARTICLE VIII

PAYMENT OF TAXES, FEES, PERMITS, AND UTILITY SERVICES

Section 8.1 Interpretation. Each Lease for all purposes will be treated as a net lease.

Section 8.2 Taxes and Fees. Lessee agrees to pay and to indemnify and hold Lessor harmless from, all license, sales, use, personal property, and other taxes and fees, together with any penalties, fines, and interest on such taxes and fees imposed or levied with respect to the Equipment and the ownership, delivery, lease, possession, use, operation, sale, and other disposition of the Equipment, and upon the rental or earnings arising from any such disposition, except any federal or state income taxes payable by Lessor on such rental or earnings. Lessee may in good faith and by appropriate proceedings contest any such taxes and fees so long as such

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proceedings do not involve any danger of sale, forfeiture, or loss of the Equipment or of any interest in the Equipment.

Section 8.3 Permits. Lessee will obtain all permits and licenses necessary for the installation, operation, and use of the Equipment. Lessee will comply with all laws, rules, regulations, and ordinances applicable to the installation, use, possession, and operation of the Equipment. If compliance with any law, rule, regulation, ordinance, permit, or license requires changes or additions to be made to the Equipment, such changes or additions will be made by Lessee at its own expense.

Section 8.4 Utilities. Lessee will pay all charges for fuel, water, steam, electricity, light, heat, power, telephone, or other utilities furnished to or used in connection with the Equipment (including charges for installation of such services) during the Term of each Lease. There will be no abatement of rent on account of the interruption of any such services.

ARTICLE IX

USE, REPAIRS, ALTERATIONS, AND LIENS

Section 9.1 Use; Personal Property. Lessee has not (or, as applicable, will not) install, use, operate, or maintain the Equipment improperly, carelessly, in violation of any applicable law, or in a manner contrary to that contemplated by the related Lease. Lessee agrees that the Equipment is and at all times will remain personal property notwithstanding that the Equipment or any part of the Equipment may now or hereafter become affixed in any manner to real property or to any building or permanent structure. Lessee shall comply with all license and copyright requirements of any software used in connection with the Equipment.

Section 9.2 Repairs. Lessee at its own cost will service, repair, and maintain the Equipment so as to keep the Equipment in as good condition, repair, appearance, and working order as when delivered to and accepted by Lessee under a Lease, ordinary wear and tear excepted. At its own cost, Lessee will replace any and all parts and devices which may from time to time become worn out, lost, stolen, destroyed, damaged beyond repair, or rendered unfit for use for any reason whatsoever. All such replacement parts, mechanisms, and devices will be free and clear of all liens, encumbrances, and rights of others, and immediately will become a part of the Equipment and will be covered by such Lease (for all purposes including the obligation of Lessee to retransfer title to Lessor in the Equipment thereunder pursuant to the terms set forth in Section 1.2 of this Master Agreement) to the same extent as the Equipment originally covered by such Lease.

Section 9.3 Alterations. Lessee may install such miscellaneous equipment as may be necessary for use of the Equipment for its intended purposes so long as either (a) the installation of such miscellaneous equipment does not alter the function or manner of operation of the Equipment, or (b) Lessee, upon termination of any such Lease, restores the Equipment to its function and manner of operation in existence prior to the installation of such miscellaneous equipment. Subject to the obligations described above, Lessee may remove such equipment upon termination of such Lease, if the removal of such equipment will not substantially damage the Equipment subject thereto. Without the prior written consent of Lessor, Lessee will not make any other alterations, changes, modifications, additions, or improvements to the Equipment except

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those needed to comply with Lessee's obligations to change, add to, or repair the Equipment as set forth in Sections 9.2 and 10.3 herein. Any alterations, changes, modifications, additions, and improvements made to the Equipment, other than miscellaneous equipment which may be removed as set forth above, immediately will become a part of the Equipment and will be covered by such Lease (for all purposes, including the obligation of Lessee to retransfer title to Lessor under Section 1.2 herein) to the same extent as the Equipment originally covered thereby.

Section 9.4 Liens. Except with respect to the security interest provided in Section 1.3 hereof, Lessee will not directly or indirectly create, incur, assume, or suffer to exist any mortgage, pledge, lien, charge, encumbrance, or claim on or with respect to the Equipment or any interest in the Equipment. Lessee promptly and at its own expense will take such action as may be necessary to duly discharge any mortgage, pledge, lien, charge, encumbrance, or claim, not excepted above, if the same arises at any time.

ARTICLE X

INDEMNIFICATION, INSURANCE, AND DAMAGE TO OR DESTRUCTION OF THE EQUIPMENT

Section 10.1 Indemnification. Lessee shall, to the extent permitted by law, indemnify and hold Lessor harmless from and against any and all claims, liabilities, damages and expenses, including reasonable attorneys' fees, to the extent caused by Lessee's negligence in the use, operation, ownership or possession of the Equipment, including claims for property damage, personal injury or wrongful death, and excluding any claims, liabilities, damages and expenses arising out of the negligent acts or omissions of Lessor. Lessee is a governmental entity under the Governmental Immunity Act of Utah (the "Act"). Nothing in this Master Agreement or any Lease may be construed as a waiver of any rights or defenses otherwise applicable to Lessee pursuant to the Act. Indemnification is limited to the amounts established in Section 63G-7-604 of the Act.

Section 10.2 Insurance. Lessee shall, during each Term of a Lease, at its sole discretion, either self-insure or maintain at all times during the Term of such Lease comprehensive general liability and property damage insurance with respect to Lessee's operation or possession of the Equipment. The comprehensive general liability insurance limits shall be not less than the maximum limits for judgments provided for under the Governmental Immunity Act of Utah as set forth in Utah Code Ann. 63G-7-101 et seq, or any successor act, (such limits to be automatically increased as the related limits provided by State law are increased). In no event will the property insurance limits be less than the replacement cost with equipment of like kind and quality. Lessee shall furnish to Lessor a certificate of insurance or, if Lessee has self-insured, a letter or certificate regarding such self-insurance to be sent to P.O. Box 4431, Atlanta, GA 30302-4431.

Section 10.3 Damage to or Destruction of the Equipment. If all or any part of the Equipment is lost, stolen, destroyed, or damaged, Lessee will give Lessor prompt notice of such event and will, to the extent of insurance proceeds (including self-insurance) and legally available funds repair or replace (at Lessee's sole discretion), the same at Lessee's cost within a reasonable time after such event, and any replaced Equipment will be substituted in such Lease by appropriate endorsement. All insurance proceeds received under the policies required under Section 10.2 with

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respect to the Equipment lost, stolen, destroyed, or damaged, will be paid to Lessee if the Equipment is repaired or replaced by Lessee as required by this Section. If Lessee fails or refuses to make the required repairs or replacement or if sufficient amounts are not available, such proceeds will be paid to Lessor to the extent of the then remaining principal balance of the related Rental Payments of such Lease plus accrued interest to the date of payment. No loss, theft, destruction, or damage to the Equipment will impose any obligation on Lessor under such Lease, and the Lease will continue in full force and effect regardless of such loss, theft, destruction, or damage.

ARTICLE XI

MISCELLANEOUS

Section 11.1 Assignment and Sublease by Lessee. Lessee may not assign, transfer, pledge, or encumber this Master Agreement or any Lease or any portion of the Equipment subject to a Lease (or any interest in this Master Agreement, any Lease or the Equipment), or sublet the Equipment, without the prior written consent of Lessor. Consent to any of the foregoing acts shall not constitute a consent to any subsequent like act by Lessee or any other person. Lessee agrees that Lessor may impose on the Equipment or the title thereto such plates or other means of identification as necessary to indicate that the Equipment is subject to a Lease and the restrictions set forth in this Section.

Section 11.2 Assignment by Lessor. The parties hereto agree that all rights of Lessor hereunder and under any Lease and the Escrow Agreement relating to any Lease, its security interest in the Equipment subject to the related Lease and in any related Escrow Agreement, and all proceeds therefrom (collectively, with respect to each Lease and related Escrow Agreement, the *"Related Assigned Rights"*) may be assigned and reassigned by Lessor at any time, in whole or in part, to one or more assignees or sub-assignees, with the prior written consent of Lessee, which consent shall not be unreasonably withheld. Written notice of any such assignment, transfer or other disposition shall be given to Lessee at least ten (10) days prior thereto (except that any assignment of such Lease at the time of execution thereof may be made by written notice at the time of execution), and prior to any such assignment, transfer or other disposition, the name, address and the Federal Tax I.D. number of the assignee or transferee must be registered on registration books maintained by Lessee for such Lease. Lessor shall pay all costs of such transfer and shall be responsible for notice to Lessee and provision to Lessee of the name, address and Federal Tax I.D. number of the assignee. Lessee shall maintain registration books for each Lease and shall be obligated to make the payments required thereby, including principal and interest payments, solely to the registered owner or owners hereof. Any such assignment, transfer or conveyance (i) shall be made only to investors each of whom Lessor reasonably believes is a "qualified institutional buyer" as defined in Rule 144A(a)(l) promulgated under the Securities Act of 1933, as amended, or an "accredited investor" as defined in Section 501(a)(1), (2), (3) or (7) of Regulation D promulgated under the Securities Act of 1933, as amended, and in either case is purchasing the Related Assigned Rights (or any interest therein) for its own account with no present intention to resell or distribute such Related Assigned Rights (or interest therein), subject to each investor's right at any time to dispose of the Related Assigned Rights (or any interest therein) as it determines to be in its best interests, (ii) shall not result in more than 35 owners of the Related Assigned Rights with respect to a Lease or the creation of any interest in the Related

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Assigned Rights with respect to a Lease in an aggregate principal component that is less than $100,000 and (iii) shall not require Lessee to make Rental Payments, to send notices or otherwise to deal with respect to matters arising under the Related Assigned Rights with respect to a Lease with or to more than one Lease Servicer (as such term is defined below), and any trust agreement, participation agreement or custodial agreement under which multiple ownership interests in the Related Assigned Rights with respect to a Lease are created shall provide the method by which the owners of such interests shall establish the rights and duties of a single entity, trustee, owner, servicer or other fiduciary or agent acting on behalf of all of the assignees (herein referred to as the *"Lease Servicer"*) to act on their behalf with respect to the Related Assigned Rights with respect to a Lease, including with respect to the exercise of rights and remedies of Lessor on behalf of such owners upon the occurrence of an Event of Default or an Event of Nonappropriation under the related Lease. Lessor and Lessee hereby acknowledge and agree that the restrictions and limitations on transfer as provided in this Section 11.2 shall apply to the first and subsequent assignees and sub-assignees of any of the Related Assigned Rights with respect to a Lease (or any interest therein.

Section 11.3 Lessor's Right to Perform for Lessee. If Lessee fails to make any payment or fails to satisfy any representations, covenant, warranty, or obligation under a Lease, Lessor may (but need not) make such payment or satisfy such representation, covenant, warranty, or obligation on Lessee's behalf, and the amount of such payment and any expenses incurred by Lessor, as the case may be, together with interest thereon at the interest rate then in effect thereon plus 5% or the maximum amount permitted by law, whichever is less, will be deemed to be additional rent payable by Lessee on Lessor's demand.

Section 11.4 Addresses. All notices to be given under this Master Agreement and any Lease will be made in writing and mailed by registered or certified mail, return receipt requested, (a) if to Lessee, at the Utah Transit Authority, 669 West 200 South, Salt Lake City, Utah 84101, Attention: Treasurer, and if to Lessor, at Hunt Valley II, Mail Code MD5-032-07-05, 11333 McCormick Road, Hunt Valley, MD 21031, until either Lessee or Lessor gives written notice to the other specifying a different address.

Section 11.5 Manner of Payment. All payments by Lessee to Lessor under a Lease will be made by check or fed wire transfer, or by other manner mutually acceptable to Lessor and Lessee.

Section 11.6 Nonwaiver. No breach by Lessee in the satisfaction of any representation, covenant, warranty, or obligation may be waived except by the written consent of Lessor, and any such waiver will not operate as a waiver of any subsequent breach. Forbearance or indulgence by Lessor in any regard whatsoever shall not constitute a waiver of the covenant or obligation and until complete performance by Lessee of said covenant or obligation Lessor shall be entitled to invoke any remedy available to it under this Master Agreement or any Lease despite said forbearance or indulgence. No collection of rent shall operate as a waiver of any default.

Section 11.7 Severance Clause. Any provision in this Master Agreement or any Lease which is prohibited by law will be treated as if it never were a part thereof, and the validity of the remaining terms of this Master Agreement and each Lease will be unaffected.

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Section 11.8 Entire Agreement. This Master Agreement and the attached exhibits and each Lease hereunder constitutes the entire agreement between Lessor and Lessee and supersedes any prior agreement between Lessor and Lessee with respect to the Equipment, except as is set forth in an addendum, if any, which is made a part hereof and part of the applicable Lease and which is signed by Lessor and Lessee.

Section 11.9 Amendments. This Master Agreement and each Lease may be amended only by a written document signed by Lessor and Lessee.

Section 11.10 Inurement. Subject to the restrictions in Sections 11.1 and 11.2 above, this Master Agreement is binding upon and inures to the benefit of Lessor and Lessee and their respective successors and assigns.

Section 11.11 Governing Law. This Master Agreement and each Lease is governed by the laws of the State of Utah, without giving effect to any choice of laws rules.

Section 11.12 Prevailing Party. In the event an action or other proceeding is filed with respect to the rights and obligations of the parties to this Master Agreement or any Lease, any judgment rendered in such action or proceeding shall, to the extent permitted by law, include a sum for attorney's fees in favor of the prevailing party.

Section 11.13 Offset. Rental Payments or other sums payable by Lessee pursuant to each Lease shall not be subject to set-off, deduction, counterclaim or abatement and Lessee shall not be entitled to any credit against such Rental Payments or other sums for any reason whatsoever, including, but not limited to any damage or destruction of the Equipment subject to that Lease.

Section 11.14 Interest. If any Rental Payment or other amount payable under a Lease is not paid within 15 days of its due date, Lessee shall pay to Lessor, solely from and to the extent of legally available funds appropriated for such purpose, an administrative late charge of 5% of the amount not timely paid or the maximum amount permitted by law, whichever is less.

Section 11.15 Nature of Agreement. Lessor and Lessee agree that it is their intention that, (a) for federal income tax purposes, the interest of Lessor in the Equipment subject to a Lease is as a secured party and the interest of Lessee is as a debtor with the aggregate principal amount of the Rental Payments constituting the purchase price of the Equipment that is subject to such Lease, and (b) Lessor neither has nor will have any equity in such Equipment.

Section 11.16 Electronic Signatures. This Master Agreement, each Lease, each Escrow Agreement and any other documents or instruments executed by either party in connection herewith and therewith (collectively the "*Related Documents*"), may be executed and delivered by facsimile signature or other electronic or digital means (including, without limitation, Adobe's Portable Document Format ("*PDF*")). Any such signature shall be of the same force and effect as an original signature, it being the express intent of the parties to create a valid and legally enforceable contract between them. The exchange and delivery of the Related Documents and the related signature pages via facsimile or as an attachment to electronic mail (including in PDF) shall constitute effective execution and delivery by the parties and may be used by the parties for all purposes. Notwithstanding the foregoing, at the request of either party, the parties hereto agree to exchange inked original replacement signature pages as soon thereafter as reasonably practicable.

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EXECUTED as of this December 16, 2022.

LESSEE:
UTAH TRANSIT AUTHORITY

By: _____

Name: William C. Greene

Title: Treasurer

By: _____

Name: Troy Bingham

Title: Comptroller

Approve as to form:

By: _____

Name: _____

Title: Utah Transit Authority Legal Counsel

LESSOR:
BANC OF AMERICA PUBLIC CAPITAL CORP

By: _____

Name: _____

Title: _____

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List of Exhibits

Exhibit A -- Form of Schedule of Property No. ___
Exhibit B -- Form of Acceptance Certificate
Exhibit C -- Form of Escrow and Account Control Agreement
Exhibit D -- Form of Lessee Incumbency and Authorization Certificate
Exhibit E -- Form of Lessee Counsel Opinion
Exhibit F -- Form of Essential Use/Source of Funds Certificate
Exhibit G -- Form of Tax Certificate

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EXHIBIT A

FORM OF SCHEDULE OF PROPERTY NO. ____

Re: Master Equipment Lease-Purchase Agreement, dated as of December 16, 2022, between Banc of America Public Capital Corp, as Lessor, and the Utah Transit Authority, as Lessee

1. *Defined Terms*. All terms used herein have the meanings ascribed to them in the above-referenced Master Equipment Lease-Purchase Agreement (the "Master Agreement").

2. *Equipment*. For purposes of the Lease created hereby, the following items of Equipment are hereby included under this Schedule, together with all additions, attachments, accessions and substitutions to or for such Equipment as provide in the Master Agreement.

Quantity	Description	Serial No.	Model No.	Location

3. *Payment Schedule*.

(a) *Rental Payments; Commencement Date*. The Rental Payments shall be in such amounts and payable on such Rental Payment Dates as set forth in the Rental Payment Schedule attached to this Schedule as Attachment 1 and incorporated herein by this reference, subject to adjustment upon the occurrence of an Event of Taxability as provided in Section 6.1(g) of the Master Agreement. Lessee's obligation to pay Rental Payments under the Lease created hereby shall commence on the earlier of (i) the date on which the Equipment listed in this Schedule is accepted by Lessee in the manner described in Section 3.5 of the Master Agreement, as evidenced by the Acceptance Certificate executed by Lessee and substantially in the form of Exhibit B attached to the Master Agreement, or (ii) the date on which sufficient moneys to acquire and install the Equipment listed in this Schedule are deposited for that purpose in an Escrow Account pursuant to Section 3.6 of the Master Agreement (the earlier of such two dates being herein referred to as the "Commencement Date").

(b) *Option Purchase Price Schedule*. The Option Purchase Price on each Rental Payment Date for the Equipment listed in this Schedule shall be the amount set forth for such Rental Payment date in the "Option Purchase Price" column of the Rental Payment Schedule attached to this Schedule. The Option Purchase Price is in addition to all Rental Payments then due under this Schedule (including the Rental Payment shown on the same line in the Rental Payment Schedule).

4. *Representations, Warranties and Covenants*. Lessee hereby represents, warrants and covenants that its representations, warranties and covenants set forth in the Master Agreement

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are true and correct as though made on the date of Commencement Date. Lessee further represents and warrants that (a) no material adverse change in Lessee's financial condition has occurred since the date of the Master Agreement; (b) no Event of Default has occurred and is continuing under any Lease currently in effect; (c) no Event of Nonappropriation under any Lease currently in effect has occurred or is threatened; (d) no Lease has been terminated as the result of the occurrence of an Event of Default or an Event of Nonappropriation; (e) the governing body or other appropriate official of Lessee has authorized the execution and delivery of the Master Agreement and this Schedule; (f) the Equipment listed in this Schedule is essential to the functions of Lessee or to the services Lessee provides its citizens; (g) Lessee has an immediate need for, and expects to make immediate use of, substantially all such Equipment, which will be used by Lessee only for the purpose of performing one or more of Lessee's governmental or proprietary functions consistent with the permissible scope of its authority; and (h) Lessee expects and anticipates adequate funds to be available for all future payments or rent due after the current budgetary period.

5. *The Lease*. The terms and provisions of the Master Agreement (other than to the extent that they relate solely to other Schedules or Equipment listed on other Schedules) are hereby incorporated into this Schedule by reference and made a part hereof.

SECTION 6--OPTION A: IF ESCROW AGREEMENT IS USED:

6. *Lease Proceeds.* The Lease Proceeds which Lessor shall pay to the Escrow Agent in connection with this Schedule is $_____, of which $_____ is for deposit to the Escrow Account.

SECTION 6--OPTION B: IF VENDOR PAID DIRECTLY:

6. *Acquisition Amount.* The Acquisition Amount for the Equipment described in this Schedule to be paid to the Vendor is $ _____.

ADD THE FOLLOWING SECTION 7 IF ESCROW AGREEMENT IS USED:

7. *Acquisition Period.* The Acquisition Period applicable to this Schedule shall end at the conclusion of the ____ month following the date hereof.

[7.][8]. *Lease Term.* The Term of the Lease shall consist of the Original Term and ____ consecutive Renewal Terms, with the final Renewal Term ending on _____.

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ADD THE FOLLOWING IF MOTOR VEHICLES ARE BEING FINANCED:

[9.][10]. *Registration.* Any Equipment that is a motor vehicle is to be registered and titled as follows:

(a) Registered Owner: _____

(b) Lienholder: _____
_____
_____
_____

Lessee shall be responsible for the correct titling of all Equipment leased hereunder. Lessee will cause the original Certificates of Title to be delivered to Lessor for retention in Lessor's files throughout the Lease Term of the Lease created hereby.

[Signature page follows.]

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Dated: _____, 20____.

LESSEE:
UTAH TRANSIT AUTHORITY

By: _____

Name: William C. Greene

Title: Treasurer

LESSOR:
BANC OF AMERICA PUBLIC CAPITAL CORP

By: _____

Name: _____

Title: _____

Counterpart No. ___ of ____ manually executed and serially numbered counterparts. To the extent that the Lease created hereby constitutes chattel paper (as defined in the applicable Uniform Commercial Code), no security or ownership interest herein may be created through the transfer or possession of any Counterpart other than Counterpart No. 1.

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ATTACHMENT 1

Rental Payments

Date	Total Payment	Interest Component	Principal Component	Remaining Principal Balance	Option Purchase Price

[To be provided by Lessor.]

Interest Rate; Taxable Rate. The interest rate for this Schedule is ___% per annum. The Taxable Rate (as defined in the Master Agreement) for this Schedule is ___% per annum.

Option Purchase Price Commencement Date. For purposes of Section 5.1 of the Master Agreement, the Option Purchase Price Commencement Date for this Schedule is _____, 20__.

LESSEE:
UTAH TRANSIT AUTHORITY

By: _____

Name: William C. Greene

Title: Treasurer

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EXHIBIT B

FORM OF ACCEPTANCE CERTIFICATE

Banc of America Public Capital Corp
Hunt Valley II, Mail Code MD5-032-07-05
11333 McCormick Road
Hunt Valley, MD 21031

Re: Schedule of Property No. ___, dated _____, 20__, to Master Equipment Lease-Purchase Agreement, dated as of December 16, 2022, between Banc of America Public Capital Corp, as Lessor ("Lessor"), and the Utah Transit Authority, as Lessee ("Lessee)

Ladies and Gentlemen:

In accordance with the above-referenced Master Equipment Lease-Purchase Agreement (the "Master Agreement"), the undersigned Lessee hereby certifies and represents to, and agrees with, Lessor as follows:

1. All of the Equipment listed in the above-referenced Schedule of Property No. ____ (the "Schedule") has been delivered to and received by the undersigned; all installation or other work necessary prior to the use thereof has been completed; said Equipment has been examined and/or tested and is in good operating order and condition and is in all respects satisfactory to the undersigned and as represented, and that said Equipment has been accepted by the undersigned and complies with all terms thereof. Consequently, you are hereby authorized to pay for the Equipment in accordance with the terms of any purchase orders for the same.

2. In the future, in the event the Equipment fails to perform as expected or represented we will continue to honor the Master Agreement and the Schedule in all respects and continue to make our rental and other payments thereunder in the normal course of business and we will look solely to the vendor, distributor or manufacturer for recourse.

3. We acknowledge that Lessor is neither the vendor nor manufacturer or distributor of the Equipment and has no control, knowledge or familiarity with the condition, capacity, functioning or other characteristics of the Equipment.

4. [The serial or vehicle identification number for each item of Equipment which is set forth in the Schedule is correct.]

This certificate shall not be considered to alter, construe, or amend the terms of the Master Agreement or the Schedule.

[Signature page follows.]

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DATED: _____, 20__

LESSEE:
UTAH TRANSIT AUTHORITY

By: _____
Name:
Title:

_____
Witness

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EXHIBIT C

FORM OF ESCROW AND ACCOUNT CONTROL AGREEMENT

[See document separately provided.]

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EXHIBIT D

FORM OF LESSEE INCUMBENCY AND AUTHORIZATION CERTIFICATE

The undersigned, a duly elected or appointed and acting authorized counsel of Utah Transit Authority ("Lessee") certifies as follows:

A. The following listed persons are duly elected or appointed and acting officials of Lessee (the "Officials") in the capacity set forth opposite their respective names below, and the facsimile signatures are true and correct as of the date hereof;

B. The Officials are duly authorized, on behalf of Lessee, to negotiate, execute and deliver all documents related to and delivered in connection with the Master Equipment Lease-Purchase Agreement dated as of December 16, 2022 (the "Master Agreement"), by and between Lessee and Banc of America Public Capital Corp, as lessor ("Lessor"), and separate Schedules of Property relating thereto from time to time as provided in Master Agreement (collectively, the "Schedules") and Escrow and Account Control Agreements among Lessor, Lessee and [Name of Escrow Agent], as escrow agent, including disbursement requests to be submitted under said Escrow and Account Control Agreements relating thereto from time to time (collectively, the "Escrow Agreements," and together with the Master Agreement and the Schedules, the "Agreements") and the Agreements each are binding and authorized agreements of Lessee, enforceable in all respects in accordance with their respective terms.

Name of Official	Title	Signature
William C. Greene	Treasurer	_____

Dated: _____

By: _____

Name:

Title: Authorized Counsel

(The signer of this certificate cannot be listed above as authorized to execute the Agreements.)

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EXHIBIT E

FORM OF LESSEE COUNSEL OPINION
[PLACE ON LETTERHEAD OF ATTORNEY GENERAL'S OFFICE]

December 16, 2022

Banc of America Public Capital Corp
Hunt Valley II
11333 McCormick Road
M/C MD5-032-07-05
Hunt Valley, MD 21031

Re: Schedule of Property No. ___, dated _____, 20__, to Master Equipment Lease-Purchase Agreement, dated as of December 16, 2022, between Banc of America Public Capital Corp, as Lessor ("Lessor"), and the Utah Transit Authority, as Lessee ("Lessee)

Ladies and Gentlemen:

As counsel for the Utah Transit Authority (the "Lessee"), our office has examined (a) duly executed originals of that certain Master Equipment Lease-Purchase Agreement, dated as of December 16, 2022 and exhibits thereto (the "Master Agreement"), by and between the Lessee and Banc of America Public Capital Corp (the "Lessor"); (b) duly executed originals of Schedule of Property No. __, dated _____, 20__, by and between Lessee and Lessor, which incorporates by reference the terms and provisions of the Master Agreement (such Schedule of Property No. __, together with such incorporated terms and provisions are herein referred to collectively as the "Schedule"), has attached the Rental Payment Schedule with respect thereto (the "Payment Schedule"), executed by Lessee, and provides for the lease of certain property listed in the Schedule (the "Equipment"); (c) duly executed originals of that certain Escrow and Account Control Agreement dated as of _____, 2022 (the "Escrow Agreement"), by and among Lessor, Lessee and [Name of Escrow Agent], as escrow agent; and (d) the proceedings taken by Lessee to authorize and execute the Master Agreement, the Schedule and the Escrow Agreement (the "Lessee Documents"). Based upon such examination as we have deemed necessary or appropriate, we are of the opinion that:

1. Lessee is a public transit district legally existing under the laws of the State of Utah.

2. The Lessee Documents have been duly authorized, executed, and delivered by Lessee.

3. The governing body of Lessee has complied with all applicable open public meeting and notice laws and requirements with respect to the meeting at which Lessee's execution of the Lessee Documents were authorized.

4. The Lessee Documents are legal, valid and binding obligations of Lessee, enforceable in accordance with their respective terms except as limited by the state and federal laws affecting

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remedies and by bankruptcy, reorganization, or other laws of general application affecting the enforcement of creditors' rights generally.

5. The Lessee Documents are in accordance with and do not violate the usury statutes of the State of Utah, if any.

6. There are no legal or governmental proceedings or litigation pending or, to the best of our knowledge, threatened or contemplated (or any basis therefor) wherein an unfavorable decision, ruling or finding might adversely affect the transactions contemplated in or the validity of the Lessee Documents.

7. The Equipment (as defined in the Master Agreement) constitutes personal property and when subjected to use by Lessee will not become fixtures under applicable law.

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EXHIBIT F

FORM OF ESSENTIAL USE/SOURCE OF FUNDS CERTIFICATE

Banc of America Public Capital Corp
Hunt Valley II
11333 McCormick Road
M/C MD5-032-07-05
Hunt Valley, MD 21031

Re: Schedule of Property No. ___, dated _____, 20__ (the "Schedule"), to Master Equipment Lease-Purchase Agreement, dated as of December 16, 2022, between Banc of America Public Capital Corp, as Lessor ("Lessor"), and the Utah Transit Authority, as Lessee ("Lessee)

Ladies and Gentlemen:

This certificate confirms and affirms that the Equipment described in the Schedule referenced above is essential to the functions of Lessee or to the services Lessee provides its citizens. Further, Lessee has an immediate need for, and expects to make immediate use of, substantially all such Equipment, which need is not temporary or expected to diminish in the foreseeable future. Such Equipment will be used by Lessee only for the purpose of performing one or more of Lessee's governmental or proprietary functions consistent with the permissible scope of its authority.

Lessee expects and anticipates adequate funds to be available for all future payments or rent due after the current budgetary period.

Date: _____.

LESSEE:
UTAH TRANSIT AUTHORITY

By: _____
Name:
Title:

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EXHIBIT G

FORM OF TAX CERTIFICATE

[See document separately provided.]

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EXHIBIT B

RFP AND PROPOSAL

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REQUEST FOR PROPOSALS

Cover Sheet

General Information			
Project Name	Equipment Lease Purchase Financing		
Project Description	Utah Transit Authority seeks to retain the services of a qualified financial institution to provide lease-purchase financing for capital equipment in 2022-2026.		
Contract Type	Equipment Lease-Purchase Agreement		
UTA Project Manager	Troy Bingham		
Funding Source:	Local		
Procurement Process Information			
RFP No.	xx-xxxxx		
Contract Administrator			
Evaluation Criteria: • Price (70 points) ○ Lease Rate (or Lease Index + Your Company's Additional Rate on the Index) and all other fees, if any. ○ Closing Interest Rate (or Rate Index) for Escrowed Funds in 2022, 2023, 2024, 2025, and 2026. • Quality (30 points) ○ Lease and Escrow Terms. ○ Firm Qualifications ○ Assigned Staff	This is a best value procurement where Price will be deemed more important than Quality. Quality Evaluation Criteria are listed in descending order of importance. See Part 2 for more information on the proposal content and rating method.		

RFP Schedule:

A)	Issue Request for Proposals	September 28, 2022
B)	Deadline to submit Questions and Request for Approved Equals or Changes to UTA	October 5, 2022 2:00 PM
C)	Last day for UTA to issue addenda and clarifications	October 7, 2022

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D) **Deadline to submit Proposals**	**October 19, 2022, 2:00 pm MDT**	
E) Presentations/Interviews/Problem-Solving Exercises(optional)	TBD	
Included as part of this RFP		
Part 1 – Project Specific Information		
Part 2 – Procurement Process Information		
Part 3 – Standard Solicitation Terms		
Part 4 – Standard Contract Terms / Sample Contract		
Part 5 – Forms		
Proposal Contents		
Page Limit Cover pages, table of contents, divider tabs, resumes, the Price Proposal, and required form/s do not count toward the page limit.	10 pages	

Submittal Instructions:
Deliver an electronic copy of the Proposal by uploading the documents specified herein via SciQuest, which can be accessed through the following link:
https://solutions.sciquest.com/apps/Router/SupplierLogin?CustOrg=StateOfUtah

Follow the instructions for uploading the required documents by the Proposal due date of October 19, 2022 at 2:00 p.m. Mountain Time. No hard copies, fax or e-mail submissions will be accepted. Proposers are encouraged to maintain proof of uploading their Proposals by the due date. Note that SciQuest can only accept files up to 50MB, but there is no limit on the number of files that can be uploaded. Proposers must ensure that their files sizes can be uploaded to SciQuest. Proposers must upload their Technical Proposals in separate files from their Price Proposals, with the files named so as to indicate whether the file is part of the Technical or Price Proposal.

Required Forms To be considered responsive, Proposals must include the forms, declarations, and certifications below:		
• Bid Declarations		

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REQUEST FOR PROPOSALS

Part 1 – Project Specific Information

The Utah Transit Authority ("UTA") is a governmental tax-exempt entity that currently operates a fleet of approximately 1536 transit vehicles and 879 support vehicles. It is anticipated in the next five years UTA will need lease financing in the following amounts.

14 Year Lease Term

Vehicle Type	$ Amount	Approx. Count
REV211- Replacement Buses		
2022	24,987,407	36
2023	31,451,000	45
2024	38,787,000	55
2025	42,816,000	61
2026	50,891,000	73
Total	188,932,407	270

UTA desires financing for 270 buses and add-on equipment including radios, bike racks, cameras and spare parts in the approximate amount of **$188,932,407.** This add-on equipment will not exceed 15% of the financed amount, some of which may have a shorter useful life than the buses.

6 Year Lease Term

Vehicle Type	$ Amount	Approx. Count
REV209- Paratransit Replacements		
2022	4,500,752	53
2023	3,328,000	38
2024	3,328,000	39
2025	2,883,000	40
2026	3,435,000	40
Total	17,474,752	209
REV232- Vanpool Van Replacements		
2022	3,024,498	86
2023	1,932,000	36
2024	1,676,000	41
2025	1,717,000	51
2026	1,758,000	49
Total	10,107,498	263

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UTA desires financing in the approximate amount of **$27,582,250.** This amount is calculated to include the following:

- **$17,474,752** for 209 Flex/Paratransit vehicles and add-on equipment including radios and camera equipment. This add-on equipment will have a typical useful life of approximately 6 years.
- **$10,107,498** for 263 Rideshare vans and add-on equipment including vehicle tracking and decals. This add-on equipment will have a typical useful life of approximately 6 years.

8 Year Lease Term

Vehicle Type	$ Amount	Approx. Count
REV205- Non-Revenue Service Vehicle Replacements		
2022	1,223,154	31
2023	1,148,000	19
2024	500,000	9
2025	500,000	13
2026	750,000	19
Total	4,121,154	89

- UTA desires financing for 89 on-highway and off-highway non-revenue service vehicles and add-on equipment including radios, tool boxes, cameras and tracking equipment in the approximate amount of **$4,121,154.** This add-on equipment will not exceed 15% of the financed amount, some of which may have a shorter useful life than the vehicles.

10 Year Lease Term

Vehicle Type	$ Amount	Approx. Count
REV233- Commuter Rail Vehicle Procurement - Used		
2022	4,000,000	5
2023	8,000,000	0
2024		
2025		
2026		
Total	12,000,000	5

- UTA desires financing for 5 used commuter rail vehicles and their rehabilitation cost and add-on equipment including radios, bike racks, cameras and spare parts in the approximate amount of **$12,000,000.** This add-on equipment will not exceed 15% of the financed amount, some of which may have a shorter useful life than the buses.

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Lease payments must be on a monthly in arrears payment schedule. UTA will retain title to the equipment, with the financial institution retaining a security interest. Once the lease term is complete security interest will be released and the equipment will be UTA's free and clear. **UTA will not entertain proposals for lease terms shorter than the terms designated above.**

UTA reserves the right to select different proposers to provide lease financing for the 14, 6 , 8 or 10 year terms. In addition, UTA reserves the right to accept or reject financing proposals for any of the 14, 6, 8 or 10 year terms.

UTA

REQUEST FOR PROPOSALS

Part 2 – Procurement Process Information

A. PROPOSAL FORMAT

Proposals must adhere to the following format:

- Proposals should be printed primarily on 8 ½ by 11 inch paper. 11 by 17 inch paper may be used for charts, tables, and schedules. No text should be included on 11 by 17 inch size paper except for text that is required for the interpretation of the chart, table, or schedule.
- Proposals should be bound along the left edge.
- Proposals should be printed in a minimum of 12-point font.
- If a Proposal is submitted in double-sided format, both sides of the page will be counted against the Page Limit.
- The Proposal must not exceed 10 pages. The Proposer shall not submit brochures or additional materials. UTA will not consider such additional materials in the selection of the successful Proposer.

Failure to follow the format described above may result in the Proposal being deemed non-responsive.

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B. PROPOSAL CONTENT (ITEMS 1. AND 2.)

Proposals must address the following information: *Please answer each question below and* **describe in detail** *how proposer would accomplish each task. Include timeline and price structure as needed.*

The Proposal should consist of the following sections:

1. QUALITY PROPOSAL

Tab 1: **Cover Letter:** The proposal shall have a cover letter indicating the firm's willingness to enter into an agreement with Utah Transit Authority. Proposals will include the full name, legal status (corporation, state of incorporation, partnership, proprietorship, etc.), business address of the proposer, and telephone number. Please include one or two e-mail addresses where you could be notified of an oral interview.

Tab 2: **Lease and Escrow Terms:** Proposer shall provide an acceptance letter stating its willingness to agree and accept the terms and conditions set forth in the Attached Equipment Lease-Purchase Agreement (See Part 4). The letter must detail any deviations or changes from the Equipment Lease-Purchase Agreement. Any such deviations or changes will be reviewed and weighted by the evaluation committee.

UTA desires to lease for the yearly amounts specified in Part 1, by each lease term specified above. This would result in 4-5 individual leases for each year of a 5-year lease agreement and corresponding escrow accounts. The letter must detail any deviations or changes from the Equipment Lease-Purchase Agreement. Any such deviations or changes will be reviewed and weighted by the evaluation committee.

UTA has done the analysis and would like to pursue tax-exempt financing for these leases but would entertain taxable financing if there were some advantages to go that route.

Tab 3: **Lease and Escrow Terms:** Proposer shall provide answers to the following questions in a narrative, process flow charts, or by other means:

- Proposer shall provide an explanation on how the escrow account funding functions will work over the 5 years.
- Explain any opportunities for investment earnings on escrowed funds.
- Explain how unused monies are handled. (Can unused money be repaid against base amount to stop the accrual of interest)?

Tab 4: **Firm Qualifications:** Proposer shall provide a description of the firm's experience with government equipment lease purchase arrangements over a minimum period of 5 years. Please provide contact information (phone, email,

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and mailing address) for a minimum of 2 references from past and present clients for similar financing projects.

Tab 5: **Assigned Staff:** Proposer shall identify the individuals that will be involved in servicing UTA's account. Please provide resumes of these individuals. Transit capital leasing experience is preferred, and should be detailed.

Tab 6: **Forms:** Proposer shall include all completed forms listed below. (See Part 5 for Form/s)

a) Bid Declarations

The proposal must be signed by a principal of the business who is authorized to execute any subsequent contract. The name of the principal and his/her business title will be included in the signature element in either type or print.

2. PRICE PROPOSAL

Price: Using the supplied "Price Form" found in Part 5, Proposer shall identify the rate (or rate index + additional rate) for each of the equipment items/terms listed and all other fees, if any. If rates are based on taxable financing, please specify. Proposer shall also identify the interest rate to be earned by UTA for funds while in the escrow account.

A Proposer's failure to follow the format specified may be considered non-responsive.

C. SELECTION PROCESS

This is a best value procurement wherein the award will be made to the responsible Proposer whose Proposal is determined to be the most advantageous to UTA, taking into consideration quality and price evaluation factors set forth in this RFP.

Price Proposal Form must be included with each proposal as a separate file. A fully completed Price Proposal file is required in order for any proposal to be considered complete. Please include a formal quote with all product detail with numbers and descriptions. Also include full statement of the work to be completed for this project.

The Price Proposal must be submitted in a separate file from the technical proposal.

The Technical Proposal must not have any cost information included in the proposal.

UTA may use the following cost formula: The points assigned to each offerors cost proposal will be based on the lowest proposal price. The offeror with the lowest Proposed Price will receive 100% of the price points. All other offerors will receive a portion of the total cost points based on what percentage higher their Proposed Price is than the Lowest Proposed Price. An offeror whose Proposed Price is more than double (200%) the Lowest Proposed Price will receive no points.

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The formula to compute the points is: Cost Points x (2- Proposed Price/Lowest Proposed Price).



REQUEST FOR PROPOSALS

Part 3 – Standard Terms of Solicitation

A. INSTRUCTIONS TO PROPOSERS

1. Submission of Proposals.

Proposals must be uploaded to SciQuest by the "Bid ends" date and time listed on SciQuest. Proposals uploaded after the deadline will be considered non-responsive. It is the responsibility of the Proposer to ensure that its Proposal is properly uploaded by the deadline.

For ease of review, UTA may also request delivery of hard copies of Proposals (see RFP Cover Sheet).

2. Minimum Standards.

This RFP sets forth the minimum requirements that all Proposals must meet. Failure to submit Proposals in accordance with this RFP may render the Proposal unacceptable or non-responsive. UTA may, in its sole discretion, waive minor irregularities in a Proposal that do not alter the quality or quantity of the information provided.

3. Confidential, Protected, and Public Information

In accordance with Utah Code Section 63G-2-305(6) of the Government Records Access and Management Act (GRAMA) and UTA's Procurement Standard Operating Procedures (SOPs), procurement information related to this procurement will not be made public until after execution of the Contract with the successful Proposer. Procurement information includes the Proposals submitted by Proposers in response to this RFP and any accompanying documentation, as well as records maintained by UTA during the procurement process.

UTA will maintain a process to ensure confidentiality for the duration of this procurement. If the Proposer submits information in its Proposal that it believes is "trade secret," the Proposer must follow the procedure set forth in Section 63G-2-309 of GRAMA.

Additionally, for ease of Proposal evaluation, UTA requests that each Proposer also follow the steps identified below:

a) Clearly mark all trade secret information as such in its Proposal at the time the Proposal is submitted and include a cover sheet stating "DOCUMENT CONTAINS TRADE SECRET INFORMATION" and identifying each section and page which has been so marked;

b) Include a statement with its Proposal justifying the Proposer's determination that certain records are trade secret information for each record so defined;

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c) In addition to the Proposal uploaded to SciQuest, upload a second copy of the Proposal (as an attachment) that has all the trade secret information deleted, and label such copy of the Proposal "Public Copy." If a Proposer uploads a Proposal containing no trade secret information, no "Public Copy" need be submitted. However, any Proposer that submits a Proposal containing no trade secret information must so certify in a cover letter to its Proposal; and

d) Defend any action seeking release of the records it believes to be trade secret information and indemnify, defend, and hold harmless UTA and the State of Utah and its agents and employees from any judgments awarded against UTA and its agents and employees in favor of the party requesting the records, including any and all costs connected with that defense. This indemnification survives UTA's cancellation or termination of this procurement or award and subsequent execution of the Contract. In submitting a Proposal, the Proposer agrees that this indemnification survives as long as the trade secret information is in possession of UTA.

All records pertaining to this procurement will become public information after execution of the Contract, unless such records are identified as trade secret information as specified above. No liability will attach to UTA for the errant release of trade secret information by UTA under any circumstances.

4. Submitting Questions to UTA

Questions and Requests for changes to the RFP must be submitted via the SciQuest Q&A page before the end of the Question and Answer period. UTA's answers to timely questions will be posted on the SciQuest Q&A page.

5. Requests for Approved Equals or Changes

Whenever a brand, manufacturer, or product name is indicated in this RFP, they are included only for the purpose of establishing identification and a general description of the item. Wherever such names appear, the term "or approved equal" is considered to follow.

Requests for Approved Equals must be submitted with the Proposal, and must be on Form Q (Part 5, Forms).

Any request for an approved equal must be fully supported with technical data, test results, or other pertinent information as evidence that the substitute offered is equal or better than the RFP requirement.

UTA will only assess requests for approved equals if the price of the substitute product is competitive with the price of the product specified in the RFP, to be determined by UTA in its sole discretion.

It should be understood that specifying a brand name, components, and/or equipment in this RFP will not relieve the Proposer from its responsibility to provide the product in accordance with the performance warranty and contractual requirements. The Proposer shall notify UTA of any inappropriate brand name, component, and/or equipment that may be called for in this RFP and shall propose a suitable substitute for consideration.

6. Addenda to the Request for Proposals

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UTA reserves the right to make changes to the RFP, by issuing a written addendum to the RFP which will be posted to SciQuest.

7. Multiple or Alternative Proposals

Submission of multiple or alternative Proposals, except as specifically called for in the RFP, may render all such Proposals non-responsive and may cause the rejection of some or all of such Proposals.

8. Withdrawal of Proposals

A Proposer may withdraw its Proposal from SciQuest before the Proposal due date without prejudice to itself.

9. Cost of Proposals

UTA is not liable for any costs incurred by Proposers in the preparation, presentation, or negotiation of Proposals submitted in response to this RFP.

10. Examination of Request for Proposals

The submission of a Proposal constitutes an acknowledgment upon which UTA may rely that the Proposer: (i) has thoroughly examined and is familiar with the RFP, including the contractual terms in Part 4, (ii) is familiar with any work site identified in the RFP, and (iii) has reviewed and inspected all applicable statutes, regulations, ordinances, and resolutions addressing or relating to the goods and services to be provided hereunder. The failure or neglect of a Proposer to receive or examine such documents, work sites, statutes, regulations, ordinances, or resolutions will in no way relieve the Proposer from any obligations with respect to the Proposer's Proposal or to any contract awarded pursuant to this RFP. No reduction or modification in the Proposer's obligations will be allowed based upon a lack of knowledge or misunderstanding of this RFP, work sites, statutes, regulations, ordinances, or resolutions.

11. Firm Offer

Unless otherwise stated in this RFP, submission of a Proposal constitutes an offer to provide the goods or services described in the RFP, for the price set forth in the Proposal. Such offer must be good and firm for a period of ninety (90) days after the Deadline to Submit Proposals.

12. Disclosure of Organizational Conflicts of Interest

An organizational conflict of interest means that because of other activities, relationships, or contracts, the Proposer is unable, or potentially unable, to render impartial assistance or advice to UTA; a Proposer's objectivity in performing the work identified in this RFP is or might be otherwise impaired; or a Proposer has an unfair competitive advantage. If a Proposer believes that it has, or may have, a real or perceived organizational conflict of interest, it must disclose such real or perceived organizational conflict of interest in its Proposal, and describe the measures taken by the Proposer to mitigate such conflict. UTA will review such information and, in its sole discretion, determine whether a real or perceived organizational conflict of interest exists, and whether such conflict warrants disqualification of the Proposer, or may be mitigated by taking further measures.

13. No Collusion

By submitting a Proposal, the Proposer represents and warrants that its Proposal is genuine and not a sham, and that the Proposer has not colluded with any other parties regarding this

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procurement process. If UTA learns that the Proposal is not genuine, or that the Proposer did collude with other parties, or engaged in any anti-competitive or fraudulent practices in connection with this procurement process, UTA may immediately terminate any resulting contract and seek any remedies available in equity or at law

B. E-VERIFY

Each Proposer and each person signing on behalf of any Proposer certifies as to its own entity, under penalty of perjury, that the named Proposer has registered and is participating in the Status Verification System to verify the work eligibility status of the contractor's new employees that are employed in the State of Utah in accordance with applicable immigration laws including UCA Section 63G-12-302.

Signing the Proposal is deemed the Proposer's certification of compliance with all provisions of this employment status verification certification required by all applicable status verification laws including Utah Code Ann. § 63G-12-302.

The successful Proposer shall require that the following provision be placed in each subcontract at every tier: "The subcontractor shall certify to the main (prime or general) contractor by affidavit that the subcontractor has verified through the Status Verification System the employment status of each new employee of the respective subcontractor, all in accordance with applicable immigration laws including Section 63G-12-302 and to comply with all applicable employee status verification laws. Such affidavit must be provided prior to the notice to proceed for the subcontractor to perform the work."

UTA will not consider a proposal for award, nor will it make any award where there has not been compliance with this Section. Furthermore, non-compliance with this section is a material breach of the Contract.

C. SELECTION PROCESS

1. No Public Opening

This is an RFP and, as such, the Proposals submitted in response to this RFP will not be subject to a public opening.

2. UTA's Procurement Options

Based on submitted information, UTA may do or take any of the following actions, without limitation:

- select a Proposer based solely on the written Proposals, with or without subsequent negotiations;
- ask for more information or Clarifications before making a selection;
- use Presentations/Interviews/Problem-Solving Exercises before making a selection;
- determine a Competitive Range, conduct Discussions, and/or request Best and Final Offers (BAFO) before making a selection;
- if a material error in the RFP is discovered during the evaluation process, UTA may issue an addendum to all Proposers that have submitted Proposals requesting revised Proposals based upon the corrected RFP.
- decline to accept any Proposal;

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- re-advertise;
- cancel the procurement; or
- elect to otherwise procure the needed services in accordance with UTA policy and procedures.

UTA reserves the right to negotiate price, scope, schedule, and other contract terms with the preferred Proposer after a selection is made.

3. Responsibility

UTA will not select a Proposer who is deemed by UTA, in its sole discretion, to lack the ability or responsibility to perform successfully under the terms of the contract. Such determination of responsibility may encompass management, technical, legal, and financial matters

4. Checking References

UTA reserves the right to contact any reference specifically named by the Proposer in its Proposal or any other additional references as deemed appropriate by UTA, including references suggested by the Proposer's named references or references known to UTA through its own knowledge of the transportation industry.

5. Requests for Clarification

The Proposer shall provide accurate and complete information to UTA. If information is incomplete, appears to include a clerical error, or is otherwise unclear, UTA may either (i) declare the Proposal non-responsive, (ii) evaluate the Proposal as submitted, or (iii) issue a Request for Clarifications to the Proposer stating the information needed and a date and time by which the information must be provided. If the Proposer does not respond to the Request for Clarifications in a timely manner, or if the Proposer's response is deemed to be insufficient by UTA, in its sole discretion, then UTA may declare the Proposal non-responsive.

All requests for Clarification will be in writing via E-mail, responses submitted as per the instructions contained in the request for Clarification. Responses must be limited to answering the specific information requested by UTA.

6. Presentations / Interviews / Problem-Solving Exercises

UTA may utilize presentations, interviews, and/or problem-solving exercises during this procurement if, at the sole discretion of UTA, it is considered to be in UTA's best interest. If UTA determines that presentations and/or interviews and/or problem-solving exercises are in its best interest, UTA will notify all or a short-list of the most highly qualified Proposers of the decision to utilize presentations and/or interviews and/or problem-solving exercises and schedule the presentations and/or interviews and/or problem-solving exercises in such a way as to not unduly delay the procurement process.

UTA reserves the right, in its sole discretion, to conduct multiple rounds of presentations and/or interviews and/or problem-solving exercises, if it deems necessary to do so, with one or more Proposers.

7. Competitive Range

UTA may declare a Competitive Range including only those Proposers that have a reasonable chance of being selected. UTA will declare a Competitive Range, if it chooses to do so, after a careful analysis of the Proposals.

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8. Discussions

UTA may, at its sole discretion, conduct written and/or verbal Discussions with any of the Proposers in the Competitive Range regarding the content of their Proposal. If Discussions are held, they will be held with all Proposers in the Competitive Range.

9. Best and Final Offers

Although UTA reserves the right to issue a request for Proposal revisions (including Best and Final Offers), UTA is under no obligation to do so. UTA may make its selection and award based on the initial Proposals submitted.

If UTA requests Proposal revisions and/or BAFOs, Proposers in the Competitive Range may be informed of and requested and/or allowed to revise their Proposals, including correction of any weaknesses, minor irregularities, errors, and/or deficiencies identified to the Proposers by UTA following initial evaluation of the Proposals. The request for Proposal revisions and/or BAFOs will allow adequate time for the Proposers to revise their Proposals. Upon receipt of the Proposal revisions and/or BAFOs, the process of evaluation will be repeated. The process will consider the revised information and re-evaluate and revise ratings as appropriate. Although this RFP allows for Proposal revisions and/or BAFOs, all efforts will be made to make a selection based on initial Proposals. If Discussions are held, UTA will attempt to limit the selection process to a single BAFO following Discussions. If a Proposal revision and/or BAFO is requested of a Proposer, and that Proposer opts to not submit a Proposal revision and/or BAFO, that Proposer's original Proposal or most recent Proposal revision, as appropriate, will be treated as its BAFO.

10. Best Value Determination

This is a Best Value procurement, in which selection of a Proposer is based on the combination of price and qualitative components set forth on the RFP Cover Sheet. Accordingly, UTA might not select the Proposal with the lowest price, or the Proposal with the highest qualitative/ technical rating. UTA will select the responsible Proposer whose Proposal is deemed to be the most advantageous to UTA.

11. Negotiations

After selection but prior to award of the Contract, UTA may, at its sole discretion, either conduct negotiations with the successful Proposer or UTA may choose to not conduct negotiations with the successful Proposer and award the Contract to the successful Proposer based on its written Proposal and any additional information received during Discussions and Proposal revisions and/or BAFOs, if conducted.

If UTA and the selected Proposer are unable to reach a meeting of the minds on the scope, contractual terms, and/or price of the Contract, then UTA may, in its sole discretion, negotiate with the next most advantageous Proposer or choose to terminate the procurement in its entirety.

Once negotiations have been terminated with any Proposer, the negotiations may not be reopened with that Proposer under any circumstances.

If UTA receives only one responsive Proposal, UTA reserves the right to negotiate all elements of the Proposal and the Contract with the sole responsive Proposer, including, but not limited to, profit.

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12. Notice to Unsuccessful Proposers

Following execution of the Contract between UTA and the successful Proposer, UTA will inform unsuccessful Proposers of the number of Proposals received by UTA and the name of the successful Proposer. UTA will attempt to give this notice promptly after the Contract execution. However, UTA's failure to give this notice will not be deemed to affect the validity of the Contract.

13. Debriefs

Upon request by an unsuccessful Proposer, UTA may, but is not required to, hold debriefs for the sole purpose of discussing, in a limited way, the strengths and weaknesses of an unsuccessful Proposal.

D. PROTESTS

Protests are governed by the Utah Procurement Code, Utah Code Ann. § 63G-6a-101 et seq. To be valid, a protest must be in writing and be filed with UTA within the time frames set forth in Utah Code Ann. § 63G-6a-1602. A protest will be deemed to be filed pursuant to these procedures when actually received by the designated recipient by hand delivery, by recognized overnight courier service or by certified or registered mail, addressed as follows:

Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84101
Attn: Procurement Officer
CONTAINS TIME-SENSITIVE PROTEST MATERIALS

All protests must include:

- The name and address, and email address of the protester;
- The appropriate contact person for the protester, to whom all protest correspondence shall be addressed;
- The solicitation or project number; and
- A detailed statement as to the nature of the protest including, without limitation: (i) the alleged facts and evidence giving rise to the protestor to claim that it has been aggrieved; (ii) the protestor's standing to protest; and (iii) the legal grounds upon which the protest is based.

The Procurement Officer shall make a written determination regarding the protest. An unfavorable determination of the UTA Procurement Officer is subject to an administrative reconsideration by a panel determined by the Chair of the UTA Board of Trustees. A notice of appeal must be delivered within five (5) calendar days of the date of the Procurement Officer's decision. A notice of appeal addressed as follows:

Chair, UTA Board of Trustees
c/o Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84101
Attn: Board Coordinator
CONTAINS TIME-SENSITIVE PROTEST MATERIALS

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Any further appeal may only be made pursuant to Utah Code Ann. § 63G-6a-1801 *et seq*. A protesting entity must exhaust administrative appeals prior to filing a judicial appeal pursuant to Utah Code Ann. § 63G-6a-1801 *et seq*.

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EQUIPMENT LEASE-PURCHASE AGREEMENT
(202X – XX Year)

This Equipment Lease-Purchase Agreement dated as of _____, 202X, together with all amendments or supplements thereto (collectively, the "Lease") by and between _____, a corporation organized under the laws of State of _____ ("Lessor"), and the Utah Transit Authority (the "Lessee"), a public transit district existing under the laws of the State of Utah:

NOW THEREFORE, for and in consideration of the mutual promises, covenants and agreements hereinafter set forth, the parties hereto agree as follows:

ARTICLE I

DEMISING CLAUSE; TITLE; SECURITY

Section 1.1 Agreement to Lease. Lessor hereby demises, leases, and lets to Lessee and Lessee rents, leases and hires from Lessor, the Equipment (defined below), to have and to hold for the Term (defined below) of this Lease.

Section 1.2 Title. During the Term of this Lease, title to the Equipment will be transferred to, vested and held in the name of, Lessee, subject to retransfer to Lessor as provided in Section 3.4 and further subject to Lessee's right to exercise the Option provided in Article V hereof. Upon termination of this Lease pursuant to Sections 3.3(a) or 3.3(c), title to the Equipment will transfer automatically to Lessor without the need for any further action on the part of Lessee, who by this Lease appoints Lessor its irrevocable attorney in fact solely for the purpose of taking such action as is necessary to so transfer title to the Equipment to Lessor. Lessor at all times will have reasonable access to the Equipment during regular business hours for the purpose of inspection, alteration, and repair.

Section 1.3 Security. To secure the payment of all of Lessee's obligations to Lessor under this Lease, Lessee grants to Lessor a security interest in (i) the Equipment and in all additions, attachments, accessions, and substitutions to or for the Equipment, (ii) any moneys and investments held from time to time in the Escrow Account and (iii) any and all proceeds of the foregoing. Lessee agrees to execute such additional documents, including financing statements, affidavits, notices, and similar instruments, in form satisfactory to Lessor, which Lessor deems necessary or advisable to establish and maintain its security interest in the Equipment. Under the laws of the State of Utah, such pledge and assignment and security interest is automatically perfected as provided in Section 11-14-501, Utah Code Annotated 1953, as amended, and is and shall have priority as against all parties having claims of any kind in tort, contract, or otherwise hereafter imposed on the Equipment.

This Lease does not create any pledge of or lien on the revenues of the Lessee, including without limitation, the revenues pledged to any of its bonds, notes or other indebtedness and nothing in this Lease shall be construed to limit the ability of the Lessee to issue bonds, notes or other indebtedness secured by its revenues or any of its assets other than a lien on the Equipment.

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ARTICLE II

DEFINITIONS

In addition to the terms defined in Article I hereof, the terms defined in this Article II shall, for purposes of this Lease, have the meaning herein specified unless the context clearly otherwise requires:

"Acquisition Amount" means $_____. The Acquisition Amount represented by the Lessee to be sufficient, together with other funds (if any) that are legally available, for the purpose to acquire and install the Equipment.

"Code" means the Internal Revenue Code of 1986 as amended. Each reference to a section of the Code herein shall be deemed to include the United States Treasury Regulations proposed or in effect thereunder.

"Commencement Date" shall mean the date when Lessee's obligation to make payments commences hereunder and shall be the date on which the Acquisition Amount is deposited with the Escrow Agent.

"Equipment" shall mean the property which Lessor is leasing to Lessee described generally in Appendix A attached hereto and as may be more fully described in each draw under the Escrow Agreement.

"Escrow Account" means the fund established and held by the Escrow Agent pursuant to the Escrow Agreement.

"Escrow Agent" means the Escrow Agent identified in the Escrow Agreement, and its successor and assigns.

"Escrow Agreement" means an Escrow and Account Control Agreement (20XX – X Year) in form and substance acceptable to and executed by Lessee, Lessor and the Escrow Agent, pursuant to which the Escrow Account is established and administered.

"Event of Taxability" has the meaning assigned in Section 6.1(h).

"Option Purchase Price" shall mean the amount which Lessee must pay Lessor to purchase the Equipment, as determined by Article V and attached Appendix B.

"Original Term" shall mean the period from the Commencement Date until the end of the fiscal year of Lessee in effect at the Commencement Date, as set forth in Section 3.2.

"Renewal Terms" shall mean all of the additional periods of one year (coextensive with Lessee's fiscal year) for which this Lease shall be effective in the absence of a termination of the Lease as provided in Article III.

"Rental Payments" means the rental payments payable by Lessee pursuant to the provisions of this Lease during the Term hereof.

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"Taxable Rate" means _____%.

"Tax Certificate" means the Tax Certificate to be executed by the Lessee in connection with this Lease, and attached thereto as Appendix E.

"Tax-Exempt Rental Payments" means Rental Payments related to this Lease, the interest portion of which is excludable from gross income for federal income tax purposes.

"Term" or "Term of this Lease" shall mean the Original Term and all Renewal Terms provided for in this Lease under Section 3.2.

"Vendor" shall mean the manufacturer of the Equipment and the manufacturer's agent or dealer from whom Lessee purchased the Equipment.

ARTICLE III

LEASE TERM

Section 3.1 Commencement. The Term of this Lease shall commence as of the Commencement Date.

Section 3.2 Duration of Lease; Nonappropriation; Nonsubstitution. The Term of this Lease will continue until midnight on the last day of the fiscal year of Lessee in effect at the Commencement Date (the "Original Term"). Thereafter, this Lease will be automatically extended for successive additional periods of one year coextensive with Lessee's fiscal year as set forth in Appendix B (the "Renewal Terms"), unless this Lease is terminated as hereinafter provided.

The parties understand that as long as Lessee has sufficient appropriated funds to make the Rental Payments hereunder, Lessee will keep this Lease in effect through all Renewal Terms and make all payments required herein or Lessee will exercise its option under Article V to purchase the Equipment. Lessee hereby declares that, as of the date of the execution of this Lease, Lessee currently has an essential need for the Leased Equipment which is the subject of this Lease to carry out and give effect to the public purposes of Lessee. Lessee reasonably believes that it will have a need for the Equipment for the duration of the Original Term and all Renewal Terms. If Lessee does not appropriate funds to continue the leasing of the Equipment (an "Event of Nonappropriation") for any ensuing Renewal Term, this Lease will terminate upon the expiration of the Original or Renewal Term then in effect and Lessee shall notify Lessor of such termination at least ten (10) days prior to the expiration of the Original or Renewal Term then in effect; provided, however, that a failure to give such written notice shall not constitute an event of default, result in any liability on the part of the Lessee or otherwise affect the termination of this Lease as set forth hereinabove.

If this Lease is terminated by Lessee due to an Event of Nonappropriation, the Lessee agrees not to purchase, lease or rent personal property to perform the same function or functions as those performed by the Equipment for a period of one hundred eighty (180) days succeeding such termination; provided, however, that these restrictions shall not be applicable if illegal or unenforceable under Utah law (as to which no opinion is expressed by Lessee or Lessee's counsel).

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Section 3.3 Termination. This Lease will terminate upon the earliest to occur of any of the following events:

(a) the expiration of the Original Term or any Renewal Term of this Lease wherein an Event of Nonappropriation has occurred resulting in a lack of funds to continue the leasing of the Equipment for the ensuing Renewal Term;

(b) the exercise by Lessee of any option to purchase granted in this Lease by which Lessee purchases all of the Equipment;

(c) a default by Lessee and Lessor's election to terminate this Lease under Article VII herein; or

(d) upon the payment of all rental payments and all other amounts due hereunder.

Section 3.4 Return of Equipment Upon Termination. Upon termination of this Lease pursuant to Section 3.3(a) or (c), Lessee shall return the Equipment, freight and insurance prepaid, at Lessee's expense to a location designated by the Lessor in the condition, repair, appearance and working order required in Section 9.2 hereof. In the event that Lessee refuses to return the Equipment in the manner designated, Lessor may repossess the Equipment and charge to Lessee the costs of such repossession and the Rental Payments through the earlier of (i) actual repossession by Lessors or (ii) 30 days from the date of termination of this Lease. Lessee's obligations under the provisions of this Section are subject to and payable solely from funds appropriated for such purpose.

Section 3.5 Delivery and Installation. Delivery and Installation specifics for the Equipment shall be performed in a reasonable and customary manner.

Section 3.6 Draw Down of Funds into Escrow Account. Upon closing of this Lease, the Lessor shall deposit $_____ into the Escrow Account.

Section 3.7 Acceptance Certificate. Upon delivery of all of the Equipment for use by the Lessee, the Lessee shall deliver the Acceptance Certificate in substantially the form of Appendix D hereto.

ARTICLE IV

RENTAL PAYMENTS

Section 4.1 Amount. Lessee will pay Lessor as rent for the use of the Equipment during the Original Term and any Renewal Terms the Rental Payments on the dates and in the amounts set forth in Appendix B. All Rental Payments shall be paid, exclusively from legally available funds, in lawful money of the United States of America to Lessor at Lessor's address set forth in Section 11.4 or to such other person or entity or at such other place as Lessor may from time to time designate by at least thirty (30) days advance written notice to Lessee.

Section 4.2 Portion of Rental Payments Attributable to Interest. The portion of each Rental Payment which is paid as and is representative of interest is set forth in Appendix B.

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Section 4.3 No Right to Withhold. Notwithstanding any dispute between Lessee, Lessor, or any other party, Lessee will make all Rental Payments when due, without withholding any portion of such rent, pending final resolution of such dispute by mutual agreement between the parties thereto or by a court of competent jurisdiction. The obligation of Lessee to pay Rental Payments hereunder during the Original Term and any Renewal Term is absolute and unconditional and shall not be abated for any reason, subject to the right of the Lessee to terminate this lease at the conclusion of the Original Term or any Renewal Term due to an Event of Nonappropriation.

Section 4.4 Rental Payments to Constitute a Current Obligation of the Lessee. The Lessee and the Lessor acknowledge and agree that the obligation of the Lessee to pay Rental Payments hereunder constitutes a current obligation of the Lessee payable exclusively from current and legally available funds and shall not in any way be construed to be an indebtedness of the Lessee within the meaning of any provision of the laws of the State of Utah or any section of the Utah Constitution, or any other constitutional or statutory limitation or requirement applicable to the Lessee concerning the creation of indebtedness. The Lessee has not hereby pledged the general credit of the Lessee or any revenues or assets of Lessee to the payment of the Rental Payments, or the interest thereon, and this Lease shall not obligate the Lessee to apply any other money to the Rental Payments or any interest thereon.

ARTICLE V

PURCHASE OF EQUIPMENT

Section 5.1 Option Purchase Price. Lessee shall have the option (the "Option") to purchase the Equipment from Lessor at a price equal to the Option Purchase Price (as set forth on Appendix B), plus accrued and unpaid interest (if any) and any rental payments due on the date of purchase.

Section 5.2 Manner of Exercise of Option. To exercise the Option, Lessee must deliver to Lessor written notice specifying the date on which the related Equipment is to be purchased, which notice must be delivered to Lessor at least thirty (30) days prior to the date of purchase specified therein. At the closing of the Option and upon payment of the Option Purchase Price, Lessor will deliver to Lessee all documents necessary to clear and release any related lien, encumbrance or security interest created by or arising through Lessor or this Lease

Section 5.3 Conditions of Exercise of Option. Lessee may purchase the Equipment pursuant to the Option only if Lessee is not in default in the payment of Rental Payments, in accordance with the provisions of this Lease (or has remedied any defaults).

Section 5.4 Termination Purchase. Upon the expiration of the Term of the Lease as stated in Section 3.3(d) and provided that the conditions of Section 5.3 have been satisfied, Lessee shall be deemed to have purchased all of the Equipment (without the payment of additional sums and without any notice required by Section 5.2) and shall be vested with all rights and title to all of the Equipment. Lessor agrees that upon the occurrence of the events as provided in this Section 5.4, it shall deliver to Lessee the documents specified in Section 5.2.

ARTICLE VI

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REPRESENTATIONS, COVENANTS, AND WARRANTIES

OF LESSEE AND LESSOR

Section 6.1 Representations, Covenants and Warranties of Lessee. Lessee represents, covenants, and warrants as follows:

(a) Lessee is a public transit district, duly organized and existing under the Constitution and laws of the State of Utah.

(b) Lessee is authorized by the Constitution and laws of the State of Utah to enter into this Lease and to effect all of Lessee's obligations hereunder. To the knowledge of the undersigned, there is no litigation or other proceeding challenging in any way Lessee's authority to execute this Lease and perform its obligations hereunder. To the knowledge of the undersigned, the execution and delivery of this Lease by Lessee and the performance of Lessee's obligations hereunder does not conflict with or constitute a breach of or default under, (with or without notice or lapse of time), any other instrument to which Lessee is a part.

(c) All procedures and requirements, including any public bidding requirements, required to be met by Lessee prior to the execution of this Lease in order to insure the enforceability of this Lease have been met and all Rental Payments and other payment obligations will be paid out of funds legally available for such purpose.

(d) The letter attached to this Lease as Appendix C is a true opinion of Lessee's counsel.

(e) Lessee will use and service the Equipment in accordance with Vendor's written instructions, if any, provided to Lessee.

(f) During the Term of this Lease, the Lessee shall comply with the Tax Certificate, if any, and the Equipment will be used by Lessee only for the purpose of performing one or more governmental or proprietary functions of Lessee consistent with the permissible scope of Lessee's authority.

(g) Equipment related to Tax-Exempt Rental Payments shall be used solely by Lessee (except as otherwise permitted by the Code) and shall not be subject to any direct or indirect private business use or to make any loans.

(h) Lessee agrees that it will not take any action that would cause the interest component of Tax-Exempt Rental Payments to be or to become ineligible for the exclusion from gross income of Lessor for federal income tax purposes, nor will it omit to take or cause to be taken, in a timely manner, any action, which omission would cause the interest component of Tax-Exempt Rental Payments to be or to become ineligible for the exclusion from gross income of Lessor for federal income tax purposes. Upon the occurrence of an Event of Taxability with respect to this Lease, the interest component of Rental Payments under such Lease and any charge on Rental Payments or other amounts payable based on the interest rate described herein shall have accrued and be payable at the Taxable Rate retroactive to the date as of which the interest component is determined by the Internal Revenue Service to be includible in the gross income of the owner or

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owners thereof for federal income tax purposes, and Lessee will pay such additional amount as will result in Lessor receiving the interest component at the Taxable Rate. For purposes of this Section, "Event of Taxability" means the circumstance of the interest component of any Rental Payment paid or payable pursuant to this Lease becoming includible for federal income tax purposes in Lessor's gross income as a consequence of any act, omission or event whatsoever, including but not limited to the matters described in the immediately succeeding sentence, and regardless of whether the same was within or beyond the control of Lessee. An Event of Taxability shall be presumed to have occurred upon (a) the receipt by Lessor or Lessee of an original or a copy of an Internal Revenue Service Technical Advice Memorandum or Statutory Notice of Deficiency or other written correspondence which legally holds that the interest component of any Rental Payment under this Lease is includable in the gross income of Lessor; (b) the issuance of any public or private ruling of the Internal Revenue Service that the interest component of any Rental Payment under this Lease is includable in the gross income of Lessor; or (c) receipt by Lessor or Lessee of a written opinion of a nationally recognized firm of attorneys experienced in matters pertaining to the tax exempt status of interest on obligations issued by states and their political subdivisions, selected by Lessor and acceptable to Lessee, to the effect that the interest component of any Rental Payment under this Lease has become includable in the gross income of Lessor for federal income tax purposes. For all purposes of this definition, an Event of Taxability shall be deemed to occur on the date as of which the interest component of any Rental Payment is deemed includable in the gross income of the owner thereof for federal income tax purposes.

(i) With relation to Tax-Exempt Rental Payments, this Lease constitutes neither (i) a private activity bond, as defined in Section 141 of the Internal Revenue Code of 1986, as amended (the "Code") nor (ii) an arbitrage bond, as defined in Section 148 of the Code.

(j) For Tax-Exempt Rental Payments, the obligations of Lessee under this Lease are not federally guaranteed within the meaning of Section 149(b) of the Code.

(k) With relation to Tax-Exempt Rental Payments, in compliance with Section 149(e) of the Code relating to information reporting, Lessee has caused or will cause to be filed with the Internal Revenue Service, IRS form 8038-G or 8038-GC, as appropriate (form attached as Appendix F).

(l) The Lessee covenants and certifies to and for the benefit of the Lessor that no use will be made of any of the proceeds of the issuance and sale of the Lease or any funds or accounts of the Lessee which may be deemed to be available proceeds of the Lease, pursuant to Section 148 of the Code, and applicable Treasury Regulations (promulgated or proposed) thereunder, which use, if it had been reasonably expected on the date of issuance of the Lease, would have caused the Lease to be classified as an "arbitrage bond" within the meaning of Section 148 of the Code. Pursuant to this covenant, the Lessee obligates itself to comply throughout the term of the Lease with the requirements of Section 148 of the Code and the Treasury Regulations proposed or promulgated thereunder as the same presently exist, or may from time to time hereafter be amended, supplemented or revised. The Lessee further represents and covenants that, with the exception of two leases similar to this Lease entered into by Lessee and

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Lessor simultaneous with the execution of this Lease, no federal tax exempt bonds or other federal tax exempt evidences of indebtedness of the Lessee have been or will be issued, sold or delivered pursuant to a common plan of finance with this Lease within a period beginning 15 days prior to the pricing of the Lease and ending 15 days following the delivery of the Lease. Additional representations and covenants of the Lessee with respect to matters governed by the Code and Treasury Regulations relating to the Tax-Exempt Rental Payments, including without limitation Treasury Regulations Sections 1.148-1 through 1.148-11, Section 1.149 and Sections 1.150-1 and 1.150-2, will be set forth in the Tax Certificate attached hereto.

(m) With relation to Tax-Exempt Rental Payments, no portion of the proceeds of this Lease will be used to refund any other obligation.

(n) With relation to Tax-Exempt Rental Payments, except for capital expenditures (i) contemplated by the Declaration of Official Intent attached hereto as Appendix G and (ii) paid after the date of the Declaration of Official Intent (or within 60 days prior to the date thereof), no proceeds of this Lease will be used to reimburse amounts expended prior to the closing date described herein.

(o) During the term of this Lease, Lessee covenants and agrees (1) to include in its annual tentative budget prepared by the appropriate officials acting on behalf of Lessee in accordance with applicable law an item for expenditure of an amount necessary to pay the Rental Payments for the Equipment during the next succeeding Renewal Term, and (2) to take such further action (or cause the same to be taken) as may be necessary or desirable to assure that the final budget submitted to the governing body of Lessee for its consideration seeks an appropriation of moneys sufficient to pay such Rental Payments.

(p) Lessee has never non-appropriated or defaulted under any of its payment or performance covenants, either under any municipal lease of the same general nature as this Lease or under any of its bonds, notes or other debt obligations.

(q) The Lessee shall have available for the Lessor's inspection a copy of its audited financial statements within two hundred (200) days of its fiscal year end, unless due to circumstances reasonably outside of its control said statements cannot be completed within two hundred (200) days. In such event, unless reasonably agreed to otherwise by Lessor, audited financial statements shall be made available within two-hundred-twenty (220) days of its fiscal year end.

(r) Lessee has not directly or indirectly caused to be created any lien or encumbrance on the Equipment except the security interest granted in Section 1.3 of this Lease.

Section 6.2 Representations, Covenants and Warranties of Lessor. Lessor represents, covenants, and warrants as follows:

(i) During the Term of this Lease, Lessor will provide Lessee with quiet use and enjoyment of the Equipment, without suit, trouble, or hindrance

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from Lessor or through Lessor, except upon the occurrence of the events described in Section 3.3 (a) and (c) of this Lease.

(ii) Lessee has ordered the Equipment and Lessor shall lease the same to Lessee as herein provided, Lessor's role being the facilitation of the financing of the Equipment for the Lessee. FOR PURPOSE OF THIS LEASE AND OF ANY PURCHASE OF THE EQUIPMENT EFFECTED UNDER THIS LEASE, LESSOR EXPRESSLY DISCLAIMS ANY WARRANTY WITH RESPECT TO THE CONDITION, QUALITY, DURABILITY, SUITABILITY, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OF THE EQUIPMENT IN ANY RESPECT, AND ANY OTHER REPRESENTATION, WARRANTY, OR COVENANT, EXPRESS OR IMPLIED. LESSOR WILL NOT BE LIABLE TO LESSEE FOR ANY LIABILITY, LOSS, OR DAMAGE CAUSED OR ALLEGED TO BE CAUSED, DIRECTLY OR INDIRECTLY, BY ANY INADEQUACY, DEFICIENCY, OR DEFECT IN THE EQUIPMENT, OR BY ANY USE OF THE EQUIPMENT, WHATSOEVER. Lessor assigns to Lessee, without recourse, for the Term of this Lease all manufacturer warranties and guarantees, express or implied, pertinent to the Equipment, and authorizes Lessee to obtain the customary services furnished in connection with such guarantees and warranties at Lessee's expense.

ARTICLE VII

EVENTS OF DEFAULT AND REMEDIES

Section 7.1 Events of Default Defined. The following shall be "events of default" under this Lease and the terms "Event of Default" and "default" shall mean, whenever they are used in this Lease, any one or more of the following events:

(a) Failure by Lessee to pay any Rental Payment or other payment required to be paid hereunder within fifteen (15) days of the time specified herein; and

(b) Failure by Lessee to observe and perform any covenant, condition or agreement on its part to be observed or performed, other than as referred to in Section 7.1 (a), for a period of 20 days (10 days in the case of a failure to comply with Section 10.2 hereof) after written notice, specifying such failure and requesting that it be remedied, is given to Lessee by Lessor, unless Lessor shall agree in writing to an extension of such time prior to its expiration; provided, however, if the failure stated in the notice cannot be corrected within the applicable period, Lessor will not unreasonably withhold its consent to an extension of such time if corrective action is instituted by Lessee within the applicable period and diligently pursued until the default is corrected.

(c) Lessee shall (i) apply for or consent to the appointment of a receiver, trustee, custodian or liquidator of Lessee, or of all or a substantial part of the assets of Lessee, (ii) be unable, fail or admit in writing its inability generally to pay its debts as they become due, (iii) make a general assignment for the benefit of creditors, or (iv) file a voluntary petition in bankruptcy or a petition or an answer seeking reorganization or an arrangement with creditors or taking advantage of any insolvency law or any answer

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admitting the material allegations of a petition filed against Lessee in any bankruptcy, reorganization or insolvency proceeding.

(d) An order, judgment or decree shall be entered by any court of competent jurisdiction, approving a petition or appointing a receiver, trustee, custodian or liquidator for Lessee or of all or a substantial part of the assets of Lessee, in each case without its application, approval or consent, and such order, judgment or decree shall continue unstayed and in effect for any period of thirty (30) consecutive days.

The foregoing provisions of this Section 7.1 are subject to (i) the provisions of Section 3.2 hereof with respect to an Event of Nonappropriation; and (ii) if by reason of force majeure Lessee is unable in whole or in part to carry out its agreement on its part herein contained, other than the obligations on the part of Lessee contained in Article IV hereof and Section 10.2 hereof, Lessee shall not be deemed in default during the continuance of such inability. The term "force majeure" as used herein shall mean, without limitation, the following: acts of God; strikes, lockouts or other industrial disturbances; acts of public enemies; orders or restraints of any kind of the government of the United States of America or of the State of Utah or any of their departments, agencies or officials, or any civil or military authority; insurrections; riots; landslides; earthquakes; fires; storms, droughts; floods; explosions; breakage or accident to machinery, transmission pipes or canals; or any other cause or event not reasonably within the control of Lessee.

Section 7.2 Remedies on Default. Whenever any event of default referred to in Section 7.1 hereof shall have happened and be continuing, Lessor shall have the right, at its sole option without any further demand or notice to take one or any combination of the following remedial steps:

(a) With or without terminating this Lease, retake possession of the Equipment or by written notice to Lessee, request Lessee to (and Lessee agrees that it will), at Lessee's expense, promptly return the Equipment to Lessor in the manner set forth in Section 3.4 hereof and Lessor may sell, lease or otherwise dispose of the Equipment;

(b) Take whatever action at law or in equity may appear necessary or desirable to enforce its rights under this Lease or the Escrow Agreement or as a secured party in any or all of the Equipment or the Escrow Account;

(c) Terminate the Escrow Agreement and apply any proceeds in the Escrow Account to the Rental Payments due hereunder; and

(d) With or without terminating this Lease, declare all Rental Payments due during the Original Term or Renewal Term in effect on the date of the default to be immediately due and payable whereupon such Rental Payments shall be due and payable, but solely from legally available funds appropriated for such purpose.

Any amount realized upon a sale, lease or other disposition of the Equipment or from the exercise of any other remedies hereunder shall be applied as follows:

First: To pay all reasonable expenses of the repossession and/or disposition of the Equipment;

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Second: To the payment of all principal (using for this purpose the Option Purchase Price) and interest (accrued to the date of payment) owing Lessor hereunder, and

Third: Any excess shall be returned to Lessee as an overpayment of rent hereunder.

Section 7.3 No Remedy Exclusive. No remedy herein conferred upon or reserved to Lessor is intended to be exclusive and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Lease or now or hereafter existing at law or in equity. No delay or omission to exercise any right or power accruing upon any default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient. In order to entitle Lessor to exercise any remedy reserved to it in this Article VII, it shall not be necessary to give any notice, other than such notice as may be required in this Article VII.

Section 7.4 No Deficiency Judgment. Anything in this Lease to the contrary notwithstanding, the remedies of Lessor hereunder shall be limited to repossession and disposal of the Equipment and no judgment for any deficiency or any other amounts owing hereunder shall be entered against Lessee except with respect to the Rental Payments due during the Original Term or Renewal Term in effect on the date of the default, but then solely from legally available funds appropriated for such purpose.

Section 7.5 Waiver of Certain Damages. With respect to all of the remedies of Section 7.2 above, Lessee expressly waives any damages occasioned by Lessor's repossession of the Equipment.

ARTICLE VIII

PAYMENT OF TAXES, FEES, PERMITS, AND UTILITY SERVICES

Section 8.1 Interpretation. This Lease for all purposes will be treated as a net lease.

Section 8.2 Taxes and Fees. Lessee agrees to pay and to indemnify and hold Lessor harmless from, all license, sales, use, personal property, and other taxes and fees, together with any penalties, fines, and interest on such taxes and fees imposed or levied with respect to the Equipment and the ownership, delivery, lease, possession, use, operation, sale, and other disposition of the Equipment, and upon the rental or earnings arising from any such disposition, except any federal or state income taxes payable by Lessor on such rental or earnings. Lessee may in good faith and by appropriate proceedings contest any such taxes and fees so long as such proceedings do not involve any danger of sale, forfeiture, or loss of the Equipment or of any interest in the Equipment.

Section 8.3 Permits. Lessee will obtain all permits and licenses necessary for the installation, operation, and use of the Equipment. Lessee will comply with all laws, rules, regulations, and ordinances applicable to the installation, use, possession, and operation of the Equipment. If compliance with any law, rule, regulation, ordinance, permit, or license requires changes or additions to be made to the Equipment, such changes or additions will be made by Lessee at its own expense.

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Section 8.4 Utilities. Lessee will pay all charges for fuel, water, steam, electricity, light, heat, power, telephone, or other utilities furnished to or used in connection with the Equipment (including charges for installation of such services) during the Term of this Lease. There will be no abatement of rent on account of the interruption of any such services.

ARTICLE IX

USE, REPAIRS, ALTERATIONS, AND LIENS

Section 9.1 Use; Personal Property. Lessee has not (or, as applicable, will not) install, use, operate, or maintain the Equipment improperly, carelessly, in violation of any applicable law, or in a manner contrary to that contemplated by this Lease. Lessee agrees that the Equipment is and at all times will remain personal property notwithstanding that the Equipment or any part of the Equipment may now or hereafter become affixed in any manner to real property or to any building or permanent structure. Lessee shall comply with all license and copyright requirements of any software used in connection with the Equipment.

Section 9.2 Repairs. Lessee at its own cost will service, repair, and maintain the Equipment so as to keep the Equipment in as good condition, repair, appearance, and working order as when delivered to and accepted by Lessee under this Lease, ordinary wear and tear excepted. At its own cost, Lessee will replace any and all parts and devices which may from time to time become worn out, lost, stolen, destroyed, damaged beyond repair, or rendered unfit for use for any reason whatsoever. All such replacement parts, mechanisms, and devices will be free and clear of all liens, encumbrances, and rights of others, and immediately will become a part of the Equipment and will be covered by this Lease (for all purposes including the obligation of Lessee to retransfer title to Lessor under Section 1.2 herein) to the same extent as the Equipment originally covered by this Lease.

Section 9.3 Alterations. Lessee may install such miscellaneous equipment as may be necessary for use of the Equipment for its intended purposes so long as either (a) the installation of such miscellaneous equipment does not alter the function or manner of operation of the Equipment, or (b) Lessee, upon termination of this Lease, restores the Equipment to its function and manner of operation in existence prior to the installation of such miscellaneous equipment. Subject to the obligations described above, Lessee may remove such equipment upon termination of this Lease, if the removal of such equipment will not substantially damage the Equipment. Without the prior written consent of Lessor, Lessee will not make any other alterations, changes, modifications, additions, or improvements to the Equipment except those needed to comply with Lessee's obligations to change, add to, or repair the Equipment as set forth in Sections 9.2 and 10.3 herein. Any alterations, changes, modifications, additions, and improvements made to the Equipment, other than miscellaneous equipment which may be removed as set forth above, immediately will become a part of the Equipment and will be covered by this Lease (for all purposes, including the obligation of Lessee to retransfer title to Lessor under Section 1.2 herein) to the same extent as the Equipment originally covered by this Lease.

Section 9.4 Liens. Except with respect to the security interest provided in Section 1.3 hereof, Lessee will not directly or indirectly create, incur, assume, or suffer to exist any mortgage, pledge, lien, charge, encumbrance, or claim on or with respect to the Equipment or any interest in the Equipment. Lessee promptly and at its own expense will take such action

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as may be necessary to duly discharge any mortgage, pledge, lien, charge, encumbrance, or claim, not excepted above, if the same arises at any time.

ARTICLE X

INDEMNIFICATION, INSURANCE, AND DAMAGE TO OR DESTRUCTION OF THE EQUIPMENT

Section 10.1 Indemnification. Lessee shall, to the extent permitted by law, indemnify and hold Lessor harmless from and against any and all claims, liabilities, damages and expenses, including reasonable attorneys' fees, to the extent caused by Lessee's negligence in the use, operation, ownership or possession of the Equipment, including claims for property damage, personal injury or wrongful death, and excluding any claims, liabilities, damages and expenses arising out of the negligent acts or omissions of Lessor. Lessee is a governmental entity under the Governmental Immunity Act of Utah (the "Act"). Nothing in this Agreement may be construed as a waiver of any rights or defenses otherwise applicable to Lessee pursuant to the Act. Indemnification is limited to the amounts established in Section 63G-7-604 of the Act.

Section 10.2 Insurance. Lessee shall, at its sole discretion, either self-insure or maintain at all times during the Lease Term comprehensive general liability and property damage insurance with respect to the Lessee's operation or possession of the Equipment. The comprehensive general liability insurance limits shall be not less than the maximum limits for judgments provided for under the Governmental Immunity Act of Utah as set forth in Utah Code Ann. 63G-7-101 et seq, or any successor act, (such limits to be automatically increased as the related limits provided by State law are increased). In no event will the property insurance limits be less than the replacement cost with equipment of like kind and quality. Lessee shall furnish to Lessor a certificate of insurance or, if Lessee has self-insured, a letter or certificate regarding such self-insurance to be sent to _____.

Section 10.3 Damage to or Destruction of the Equipment. If all or any part of the Equipment is lost, stolen, destroyed, or damaged, Lessee will give Lessor prompt notice of such event and will, to the extent of insurance proceeds (including self-insurance) and legally available funds repair or replace (at the Lessee's sole discretion), the same at Lessee's cost within a reasonable time after such event, and any replaced Equipment will be substituted in this Lease by appropriate endorsement. All insurance proceeds received under the policies required under Section 10.2 with respect to the Equipment lost, stolen, destroyed, or damaged, will be paid to Lessee if the Equipment is repaired or replaced by Lessee as required by this Section. If Lessee fails or refuses to make the required repairs or replacement or if sufficient amounts are not available, such proceeds will be paid to Lessor to the extent of the then remaining principal balance of the related Rental Payments of this Lease plus accrued interest to the date of payment. No loss, theft, destruction, or damage to the Equipment will impose any obligation on Lessor under this Lease, and this Lease will continue in full force and effect regardless of such loss, theft, destruction, or damage.

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ARTICLE XI

MISCELLANEOUS

Section 11.1 Assignment and Sublease by Lessee. Lessee may not assign, transfer, pledge, or encumber this Lease or any portion of the Equipment (or any interest in this Lease or the Equipment), or sublet the Equipment, without the prior written consent of Lessor. Consent to any of the foregoing acts shall not constitute a consent to any subsequent like act by Lessee or any other person. Lessee agrees that Lessor may impose on the Equipment or the title thereto such plates or other means of identification as necessary to indicate that the Equipment is subject to this Lease and the restrictions set forth in this Section.

Section 11.2 Assignment by Lessor. The parties hereto agree that all rights of Lessor hereunder may be assigned, transferred or otherwise disposed of, either in whole or in part; provided that (1) written notice of any such assignment, transfer or other disposition is given to Lessee at least ten (10) days prior thereto (except that any assignment of this Lease at the time of execution thereof may be made by written notice at the time of execution); and (2) prior to any such assignment, transfer or other disposition, the name, address and the Federal Tax I.D. number of the assignee or transferee must be registered on registration books maintained by Lessee for this Lease. Lessor shall pay all costs of such transfer and shall be responsible for notice to Lessee and provision to Lessee of the name, address and Federal Tax I.D. number of the assignee. Lessee shall maintain registration books for this Lease and shall be obligated to make the payments required hereby, including principal and interest payments, solely to the registered owner or owners hereof.

Section 11.3 Lessor's Right to Perform for Lessee. If Lessee fails to make any payment or fails to satisfy any representations, covenant, warranty, or obligation under this Lease, Lessor may (but need not) make such payment or satisfy such representation, covenant, warranty, or obligation on Lessee's behalf, and the amount of such payment and any expenses incurred by Lessor, as the case may be, together with interest thereon at a rate of the interest rate then in effect on this Lease plus ___% or the maximum amount permitted by law, whichever is less, will be deemed to be additional rent payable by Lessee on Lessor's demand.

Section 11.4 Addresses. All notices to be given under this Lease will be made in writing and mailed by registered or certified mail, return receipt requested, (a) if to Lessee, at the Utah Transit Authority, 669 West 200 South, Salt Lake City, Utah 84101, Attention: Treasurer, and if to Lessor, at _____, until either Lessee or Lessor gives written notice to the other specifying a different address.

Section 11.5 Manner of Payment. All payments by Lessee to Lessor hereunder will be made by check or fed wire transfer, or by other manner mutually acceptable to Lessor and Lessee.

Section 11.6 Nonwaiver. No breach by Lessee in the satisfaction of any representation, covenant, warranty, or obligation may be waived except by the written consent of Lessor, and any such waiver will not operate as a waiver of any subsequent breach. Forbearance or indulgence by Lessor in any regard whatsoever shall not constitute a waiver of the covenant or obligation and until complete performance by Lessee of said covenant or obligation

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Lessor shall be entitled to invoke any remedy available to it under this Lease despite said forbearance or indulgence. No collection of rent shall operate as a waiver of any default.

Section 11.7 Severance Clause. Any provision in this Lease which is prohibited by law will be treated as if it never were a part of this Lease, and the validity of the remaining terms of this Lease will be unaffected.

Section 11.8 Entire Agreement. This Lease and the attached Exhibits constitute the entire agreement between Lessor and Lessee and supersedes any prior agreement between Lessor and Lessee with respect to the Equipment, except as is set forth in an addendum, if any, which is made a part of this Lease and which is signed by Lessor and Lessee.

Section 11.9 Amendments. This Lease may be amended only by a written document signed by Lessor and Lessee.

Section 11.10 Inurement. Subject to the restrictions in Sections 11.1 and 11.2 above, this Lease is binding upon and inures to the benefit of Lessor and Lessee and their respective successors and assigns.

Section 11.11 Governing Law. This Lease is governed by the laws of the State of Utah, without giving effect to any choice of laws rules.

Section 11.12 Prevailing Party. In the event an action or other proceeding is filed with respect to the rights and obligations of the parties to this Lease, any judgment rendered in such action or proceeding shall, to the extent permitted by law, include a sum for attorney's fees in favor of the prevailing party.

Section 11.13 Offset. Rental Payments or other sums payable by Lessee pursuant to this Lease shall not be subject to set-off, deduction, counterclaim or abatement and Lessee shall not be entitled to any credit against such Rental Payments or other sums for any reason whatsoever, including, but not limited to any damage or destruction of the Equipment.

Section 11.14 Interest. If any Rental Payment or other amount payable hereunder is not paid within 15 days of its due date, Lessee shall pay to Lessor, solely from and to the extent of legally available funds appropriated for such purpose, an administrative late charge of ___% of the amount not timely paid or the maximum amount permitted by law, whichever is less.

Section 11.15 Nature of this Agreement. Lessor and Lessee agree that it is their intention that, (a) for federal income tax purposes, the interest of Lessor in the Equipment is as a secured party and the interest of Lessee is as a debtor with the aggregate principal amount of the Rental Payments constituting the purchase price of the Equipment, and (b) Lessor neither has nor will have any equity in the Equipment.

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EXECUTED as of this _____, 2022.

LESSEE:

UTAH TRANSIT AUTHORITY

By: _____

Name: Carlton Christensen

Title: Chair

By: _____

Name: William C. Greene

Title: Treasurer and Chief Financial Officer

LESSOR:

[LESSOR]

By: _____

Name: _____

Title: _____

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APPENDIX A

Description of Equipment:
Closing Date: _____, 2022
Commencement Date: _____, 2022
Principal Amount: $
Interest Rate or Rates: ____%
Prepayment Options:
The lease is subject to prepayment in whole or in part at the option of the Lessee on _____ or on any date thereafter, at the price of 100% of the remaining principal balance of the lease, as shown on Appendix B hereto.
Acquisition Period: Twenty-four (24) months from Commencement Date.

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APPENDIX B

Rental Payments
(X Year Lease Term)

Date	Total Payment	Interest Component	Principal Component	Remaining Principal Balance	Purchase Option Price

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BANK OF AMERICA

Jill M. Forsyth
Senior Vice President
Global Leasing

14636 N. Scottsdale Road, Suite #200
Scottsdale, AZ 85254
T 480.624.0369 F 415.796.1301
jill.m.forsyth@BofA.com

October 18, 2022

Mr. Troy Bingham
Mr. Chad Gonzales
Utah Transit Authority

RE: UTA RFP: 22-03638CG: 2022 Equipment Lease Purchase Financing

Dear Troy and Chad:

Banc of America Public Capital Corp ("BAPCC") is pleased to present to Utah Transit Authority ("UTA"), our response to your request for proposal for tax-exempt lease-purchase financing for the acquisition of essential use equipment. BAPCC believes this RFP response is fully compliant with your request. It has been our pleasure to provide this service to the Authority historically, and it is our hope that we will be involved with the new master lease program to assist with future equipment needs.

Please note, even with the volatility in the market, BAPCC has provided the ability to LOCK the interest rate until year end. This is outlined in the pricing section of the RFP response, but in order to lock the rate, communication of this desire is required within five business days. An indexed option has also been provided.

BAPCC is a wholly-owned subsidiary of Bank of America, N.A. and is one of the largest municipal leasing companies in the Country. We have a national presence and have helped many governmental agencies in Utah over the years. The request for proposal is straightforward and BAPCC looks forward to assisting the Authority again with its capital expenditure program. This submission is thought to be fully compliant with the request.

I will personally handle this transaction along with my transaction manager Lisa Coggi, each with over 25 years in the municipal business. The transaction will be completed efficiently and successfully. My contact information is included on the letterhead above and I am available for questions or presentations at any time. Thank you for the opportunity to present this response to the Authority. My team looks forward to working with you again.

Sincerely,

Jill M. Forsyth
Senior Vice President

"Bank of America" is the marketing name used by certain Global Banking and Global Markets businesses of Bank of America Corporation. Lending, leasing, equipment finance and other commercial banking activities, and trading in certain financial instruments are performed globally by banking affiliates of Bank of America Corporation, including Bank of America, N.A., Member FDIC. Banc of America Public Capital Corp, a wholly-owned subsidiary of Bank of America, National Association, is not a municipal advisor and is not subject to the fiduciary duty established in Section 15B(c)(1) of the Securities Exchange Act of 1934, as amended, with respect to any municipal financial product or issuance of municipal securities. The information provided in this document is not intended to be and should not be construed as "advice" within the meaning of Section 15B of the Securities Exchange Act of 1934 and the municipal advisor rules of the SEC.© 2022 Bank of America Corporation. All rights reserved.

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This proposal is submitted in response to your Request for Proposals for Equipment Lease Purchase Financing, due October 19, 2022. The contents of this proposal and any subsequent discussions between us, including any and all information, recommendations, opinions, indicative pricing, quotations and analysis with respect to any municipal financial product or issuance of municipal securities, are provided to you in reliance upon the exemption provided for responses to requests for proposals or qualifications under the municipal advisor rules (the "Rules") of the Securities and Exchange Commission (240 CFR 15Ba1-1 et seq.).

The Staff of the SEC's Office of Municipal Securities has issued guidance which provides that, in order for a request for proposals to be consistent with this exemption, it must (a) identify a particular objective, (b) be open for not more than a reasonable period of time (up to six months being generally considered as reasonable), and (c) involve a competitive process (such as by being provided to at least three reasonably competitive market participants) or by being publicly posted to your official website. In submitting this proposal, we have relied upon your compliance with this guidance.

In submitting this proposal, we are not undertaking to act as a "municipal advisor" to you or any other person within the meaning of the Rules. In connection with this proposal and the transactions described herein, we are not subject to, and we hereby disclaim, any fiduciary duty to you or to any other person. We understand that you will consult with and rely on the advice of your own municipal, financial, tax, legal and other advisors as and to the extent you deem necessary in connection with your evaluation of this proposal and the transactions described herein.

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REQUEST FOR PROPOSALS

Part 5 – Forms

PROPOSAL FORMS AND DECLARATIONS

TO: Mr. Chad Gonzales: Procurement and Contracts Specialist
Utah Transit Authority
669 West 200 South
Salt Lake City, Utah 84101

Having examined all the documents, general conditions and instructions, and work scope entitled "Equipment Lease Purchase Financing" dated September 29, 2022 the undersigned requests consideration to furnish the services required by said documents exclusive of all Federal excise taxes, local sales and use taxes for the sum as mutually agreed to in the final contract documents.

A. ADDENDA : ***CLARIFICATIONS WERE PROVIDED BUT NO FORMAL ADDENDUM***

The undersigned bidder/proposer acknowledges receipt of the following addenda:

Addendum No._____ Date_____ Addendum No. Date_____

Addendum No._____ Date_____ Addendum No. Date_____

Failure to acknowledge receipt of all addenda may cause the bid/proposal to be rejected as non-responsive.

B. Disclosure of Organizational Conflicts of Interest

An organizational conflict of interest means that because of other activities, relationships, or contracts, the Proposer is unable, or potentially unable, to render impartial assistance or advice to UTA; a Proposer's objectivity in performing the work identified in this RFP is or might be otherwise impaired; or a Proposer has an unfair competitive advantage. If a Proposer believes that it has, or may have, a real or perceived organizational conflict of interest, it must disclose such real or perceived organizational conflict of interest in its Proposal, and describe the measures taken by the Proposer to mitigate such conflict. UTA will review such information and, in its sole discretion, determine whether a real or perceived organizational conflict of interest exists, and whether such conflict warrants

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disqualification of the Proposer, or may be mitigated by taking further measures. By signing the Declaration contained below, Proposer certifies that it is unaware, to the best of its knowledge and belief, of any organizational conflict of interest.

C. No Collusion

By submitting a Proposal, the Proposer represents and warrants that its Proposal is genuine and not a sham, and that the Proposer has not colluded with any other parties regarding this procurement process. If UTA learns that the Proposal is not genuine, or that the Proposer did collude with other parties, or engaged in any anti-competitive or fraudulent practices in connection with this procurement process, UTA may immediately terminate any resulting contract and seek any remedies available in equity or at law

D. E-VERIFY

Each Proposer and each person signing on behalf of any Proposer certifies as to its own entity, under penalty of perjury, that the named Proposer has registered and is participating in the Status Verification System to verify the work eligibility status of the contractor's new employees that are employed in the State of Utah in accordance with applicable immigration laws including UCA Section 63G-12-302.

Signing the Proposal is deemed the Proposer's certification of compliance with all provisions of this employment status verification certification required by all applicable status verification laws including Utah Code Ann. § 63G-12-302.

The successful Proposer shall require that the following provision be placed in each subcontract at every tier: "The subcontractor shall certify to the main (prime or general) contractor by affidavit that the subcontractor has verified through the Status Verification System the employment status of each new employee of the respective subcontractor, all in accordance with applicable immigration laws including Section 63G-12-302 and to comply with all applicable employee status verification laws. Such affidavit must be provided prior to the notice to proceed for the subcontractor to perform the work."

UTA will not consider a proposal for award, nor will it make any award where there has not been compliance with this Section. Furthermore, non-compliance with this section is a material breach of the Contract.

E. SUBCONRACTOR CAPABILITY

The undersigned bidder/proposer certifies that it and each of its subcontractors possess an adequate supply of workers qualified to perform the work specified herein; that there is no existing or impending dispute between it and any labor organization; and that it is prepared to comply fully with prevailing wage requirements, minimum wages, maximum hours of work, and equal opportunity provisions contained in the general conditions of the contract.

F. UTAH ANTIDISCRIMINATION ACT:

Offeror hereby declares that it is and will remain fully compliant with the provisions of the Utah Anti-discrimination Act (UTAH CODE §§ 34A-5-101 TO 34A-5-108) and the equivalent anti-discrimination laws of its State of incorporation and/or headquarters location. Under the Act, an employer may not refuse to hire, promote, discharge, demote, or terminate a person, or to retaliate against, harass, or discriminate in matters of

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compensation or in terms, privileges, and conditions of employment against a person otherwise qualified, because of: race, color, sex, pregnancy, childbirth, or pregnancy-related conditions; age, if the individual is 40 years of age or older; religion; national origin; disability; sexual orientation; or gender identity.

In addition to avoiding discriminatory employment practices as described above, Offeror also declares that all goods and services it provides to UTA are useable and accessible by individuals with disabilities as described in Title II of the American with Disabilities Act and also Section III (H) of UTA Policy 6.1.1 which states that programs, services, and facilities procured by UTA will be accessible to and useable by individuals with disabilities. Offeror further certifies that any digital software, tool, program or web application must meet the most recent version of the Web Content Accessibility Guidelines (WCAG) found at https://www.w3.org/TR/WCAG21. To the extent Offeror is providing transportation services, vehicles or facilities it also declares that it is in compliance with Department of Transportation (DOT) ADA standards found at 49 CFR Parts 27, 37, 38, and 39.

G. UTAH ANTI-BOYCOTT OF ISRAEL ACT:

Offeror certifies that it is not currently engaged in a boycott of the State of Israel; and agrees not to engage in a boycott of the State of Israel for the duration of this contract ***except as permitted by law***.

BID OR PROPOSAL DECLARATION: The Offeror and its agents and representatives whose signature is affixed below certifies, to the best of its knowledge and belief, that it is in full faith and compliance with the declarations and certifications contained in this Part 5 of this RFP or IFB,

Dated at 3:27PM , this 18th day of October 18, 2022.

Signature of Bidder/Proposer:

If an individual:
doing business as_____.

By_____

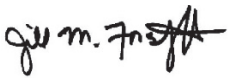
If a partnership:

By_____, General Partner

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If a corporation:

A Kansas corporation,

By: 

Jill M. Forsyth, Senior Vice President

Address:
14636 N. Scottsdale Road, Suite 200
Scottsdale, AZ 85254

_____

City, State, Zip Code (or Province and Country)

480-624-0369
Area Code and Telephone Number of Bidder/Proposer

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SECRETARY'S CERTIFICATE OF BANC OF AMERICA PUBLIC CAPITAL CORP

The undersigned, Brad Koster, the Corporate Secretary of BANC OF AMERICA PUBLIC CAPITAL CORP ("BAPCC"), a corporation organized and existing under and by virtue of the laws of the State of Kansas, does hereby certify that:

1. The following is a true and complete copy of an excerpt from the By-Laws of BAPCC, and the same is in full force and effect as of the date hereof:

ARTICLE XI

Execution of Instruments. All agreements, indentures, mortgages, deeds, conveyances, transfers, contracts, checks, notes, drafts, loan documents, letters of credit, master agreements, swap agreements, guarantees of signatures, certificates, declarations, receipts, discharges, releases, satisfactions, settlements, petitions, schedules, accounts, affidavits, bonds, undertakings, proxies and other instruments or documents may be signed, executed, acknowledged, verified, attested, delivered or accepted on behalf of the corporation by the Chairman of Board, the President, any Managing Director, any Principal, any Vice President, any Assistant Vice President, or any individual who is listed on the corporation's personnel records in a position equal to any of the aforementioned officer positions, or such other officers, employees or agents as the Board of Directors or any of such designated officers or individuals may direct. The provisions of this Article are supplementary to any other provision of these bylaws and shall not be construed to authorize execution of instruments otherwise dictated by law.

2. The following person has been duly elected or appointed and has duly qualified as an officer of BAPCC, that such person holds the office set forth opposite her name:

Jill M. Forsyth	Senior Vice President

IN WITNESS WHEREOF, I have hereto set my hand on this 19th day of October, 2022.

Brad Koster
Corporate Secretary
BANC OF AMERICA PUBLIC CAPITAL CORP

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GENERAL COMMENTS ON SUBMITTAL:

BAPCC has enjoyed a long- standing relationship with Utah Transit Authority. This years RFP appears that the Authority would like to enter into a master lease structure. This concept would help stream-line the procurement portion for future equipment acquisitions without having to go bid for the financing each year. BAPCC and UTA do have a negotiated lease in place and therefore future needs can be accommodated with some minor adjustments. The financing schedule provides the salient details on the individual financing including the amortization, prepayment options, interest rates, assets descriptions and payment frequency. The current Lease governs all of the traditional terms and conditions and can easily be transitioned to a master lease structure. Each year, pricing is reviewed and the credit line is put in place so that the master lease can be utilized.

BAPCC is the largest master lease provider and this structure is utilized by many of our clients. Important details regarding a traditional master lease arrangement were not included in the RFP and some of these concepts are provided below:

How are future interest rates set and calculated? With LIBOR being phased out, the new indices that are being utilized are primarily SOFR and BSBY. These are published on the Federal Reserve or Bloomberg website. Does UTA have a preference, know how these indices differ and desire an index for one year or over a longer period of time. In order to provide a real "apples to apples" comparison among Lessors, typically the Lessee will set a date and ask each respondent to provide rates as of that day. With the rate environment being so volatile, it is easy to pick a day where rates are lower and index it. This would have the appearance of a lower rate but with the index, the market movement would be captured in the final rate of the transaction.

Prepayment Provisions: With the volatility in the market, UTA should want flexibility with their future capital plan. If rates decline or if there is a desire to reduce debt, the Authority should have the ability to capitalize on this opportunity. Leases that are "non-callable" or have a" make whole provision "inhibit this flexibility for UTA.

Rate Lock: Although the final agreement may include a rate setting index formula, the Authority may desire to set the rate and eliminate future market risk. UTA may desire to fix the rate on an individual schedule for equipment and therefore the master agreement should reflect this pricing option. More discussions on rate locks are included in the pricing section response to this RFP.

The transaction described in this document is an arm's length, commercial transaction between you and Banc of America Public Capital Corp or one of its subsidiaries or affiliates (collectively, "BAPCC") in which: (i) BAPCC is acting solely as a principal (i.e., as a lender or lessor) and for its own interest; (ii) BAPCC is not acting as a municipal advisor or financial advisor to you; (iii) BAPCC has no fiduciary duty pursuant to Section 15B of the Securities Exchange Act of 1934 to you with respect to this transaction and the discussions, undertakings and procedures leading thereto (irrespective of whether BAPCC or any of its affiliates has provided other services or is currently providing other services to you on other matters); (iv) the only obligations BAPCC has to you with respect to this transaction are set forth in the definitive transaction agreements between us; and (v) BAPCC is not recommending that you take an action with respect to the transaction described in this document, and before taking any action with respect to the this transaction, you should discuss the information contained herein with your own legal, accounting, tax, financial and other advisors, as you deem appropriate. If you would like a municipal advisor in this transaction that has legal fiduciary duties to you, you are free to engage a municipal advisor to serve in that capacity.

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LEASE DOCUMENT COMMENTS:

Since 2015, Banc of America Public Capital Corp has had the privilege to provide financing annually to Utah Transit Authority for the acquisition of various buses and fleet vehicles. BAPCC and UTA have successfully negotiated and closed a very similar lease-purchase request. At that time, counsel worked with the BAPCC team and prepared documents that were approved by our credit and legal departments. Due to this experience, the documents attached in the RFP were not reviewed. The master lease document and ancillary forms that were utilized in 2019 are expected to be in substantial form. This process will ensure a smooth and timely closing.

ESCROW *OR* RESTRICTED ACCOUNT FUNDED TO THE AUTHORITY

The Authority can choose to fund to the proceeds into an escrow account or can choose to have the funds directly funded to a bank in a restricted account.

With an escrow account, the documenting of expenditures, outflows and interest earnings are all the responsibility of the third -party escrow agent. Some clients desire this separation of duties for audit purposes. BAPCC works with several providers for this service (set up costs waived) or the Authority can choose its own escrow agent, subject to credit approval.

With restricted accounts, the Authority would segregate the funds and pay for the equipment as it is delivered. The Authority would also be responsible for investing the proceeds in a way consistent with its investment strategies. Reporting the activity in these accounts would be the responsibility of the UTA.

Audit and fraud protection features would be part of the funding process, regardless of structure. Invoices would be sent to BAPCC and then approved for disbursement. Either BAPCC or the escrow agent would verify wiring instructions to the vendor or desired funding source. This step provides another level of fraud protection for both parties.

In the event there are excess funds in the account and there are no more desired capital expenditures, the proceeds can be used for the next regularly scheduled payment. The proceeds can also be applied to the back end of the lease.

The Authority can also use the excess proceeds to purchase other equipment, subject to credit approval, with the same terms and conditions.

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FIRM QUALIFICATIONS: Banc of America Public Capital Corp

Banc of America Public Capital Corp Qualifications and Experience

Banc of America Public Capital Corp ("BAPCC") is a corporation and wholly-owned subsidiary of Bank of America, N.A., one of the world's largest financial institutions, providing a full range of banking, investing, asset management and other financial and risk management products and services. Along with Global Leasing the number one market share leader in net assets and syndicated volume among U.S. leasing companies[1], BAPCC provides full-service leasing and equipment financing solutions that structure, invest in and distribute equipment financing products. BAPCC and Global Leasing have a strong combined presence in both the domestic and international markets with nearly 1,000 associates worldwide. Our team includes associates with a wide range of skills and expertise, including originators, debt and equity syndicators, pricing specialists, attorneys, equipment appraisers, credit analysts, portfolio managers, and contract administrators. These professionals ensure that our clients receive the soundest advice, the most competitive solutions, and the best execution available in the market.

In the public sector, BAPCC's Government Finance team is one of the tax-exempt industry's largest financial solutions providers with approximately $3.35 billion in commitments serving roughly 387 clients. With its nationwide presence in the municipal equipment financing realm, the group structures, implements and distributes tax-exempt financing solutions to complement the current and long-term financial strategies of tax-exempt entities.

[1] *2021 Monitor 100 Special Issue (August)*

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REFERENCES:

BAPCC has large master lease arrangements with a number of large municipalities and as part of those programs, some are focused primarily on large fleets. These names can be provided for additional references and are much larger than the transactions listed below; however, the bid requested transit agencies and therefore the following two have been included. BAPCC has 5 years of previous experience with UTA as well.

Greater Lafayette Transportation Authority, IN
$2,600,000 Equipment Lease Purchase Agreement
Marty Sennett-General Manager: 765-423-2666

Roaring Fork Transportation Authority, CO
$3,300,000 Tax Exempt Lease Purchase Financing
Michael Yang- Director of Finance 970-384-4884

Financial Stability: Bank of America Corporation is a publically traded company and the financial information can be found at: **http://investor.bankofamerica.com/phoenix.zhtml?c=71595&p=irol-irhome#fbid=LQRrmzhjsxs**

ASSIGNED STAFF:

The three key individuals that support the Authority with this program include Jill Forsyth, Dawn Haddock and Lisa Coggi. Jill Forsyth has been the key contact for leasing in Utah over the last fifteen years and has over 25 years of municipal banking experience. Jill is a government financing expert and has been a top performer for the Bank year after year. She has prepared this response and has been involved with all of the other financings. Dawn Haddock is the "quarterback" for the Authority for the Bank. Dawn is a generalist and helps connect the product specialist within the Bank to the client when a need arises. Dawn has been with the Bank for over 15 years. Lisa Coggi has over 25 years of expertise in the customer service and documentation and process areas of Leasing. She insures the deal is handled smoothly throughout the process and she is always available to help the Authority with any customer related issues.

Dawn Haddock: Bank of America, N.A.
555 Capitol Mall, STE 765; Sacramento, CA 89501; phone 916-326-7825
dawn.e.haddock@bofa.com

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Dawn Haddock has over 17 years of banking experience and has responsibility for municipal relationships in Utah, Nevada and California. She is the Client manager and facilitates the relationship on behalf of the Bank. When there is a specific need, Dawn brings the "product expert", in this case, Jill Forsyth to assist in the RFP response. Dawn transitioned over to the Client Manager role after being a Treasury Specialist for the Bank for many years.

Jill M. Forsyth: Senior Vice President, Banc of America Public Capital Corp
14636 North Scottsdale Road, Suite 200; Scottsdale, AZ 85254; Phone: 480-624-0369
jill.m.forsyth@bofa.com

Jill is a Senior Vice President Banc of America Public Capital Group and is responsible for tax-exempt equipment transactions in the West and Mid-West. Jill works directly with issuers including cities, counties, school Authority's, transit authorities, state governments and agencies, to structure unique solutions to finance equipment and provides master lease lines of credit. She has been involved with transit buses and vehicle financing with the State of CO, Riverside County, Capital Metro to name a few. Jill has over twenty-five years of experience in the tax-exempt leasing industry and resides in Arizona. She joined Banc of America Leasing 16 years ago after over 20 years with JP Morgan Chase. Jill has received both her undergraduate and Master of Business degrees from Arizona State University.

Lisa A. Coggi: Senior Vice President, Banc of America Public Capital Corp
16900 Chesterfield Airport Road, Chesterfield, MO 63005; Phone: 312-537-6773
lisa.a.coggi@bofa.com

Lisa is a Senior Vice President, Transaction Management with the Banc of America Public Capital Corp ("BAPCC") Government Finance team. In that role, Lisa is responsible for acting as liaison between clients and internal BAPCC support teams. Lisa joined Banc of America in 2006 and has in excess 25 years of experience in equipment finance in lease administration, originations, relationship management and process improvement roles. Lisa has earned her Bachelor of Arts degree from Loyola University–Chicago and her Juris Doctor degree from Saint Louis University School of Law, and she is a member of the Missouri Bar.

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SUMMARY OF TERMS AND CONDITIONS: PRICING SECTION

Date: October 18, 2022

Lessee: Utah Transit Authority ("Lessee")

Lessor: Banc of America Public Capital Corp and/or assignee ("Lessor")

Purpose: To provide financing of essential use equipment including buses, vans and related accessories

Structure: The Lease will be structured as a **Tax- Exempt, Non-Bank Qualified** transaction. All tax benefits of ownership will remain with Lessee; the lease will be a net financial lease, and all expenses, including (but not limited to) insurance, maintenance, and taxes, will be for the account of Lessee.

Security: BAPCC will have a security interest in the financed equipment.

Term: A) 6 Years B) 8 Years C) 10 Years D) 14 Years

Funding: As indicated in the non-pricing section, Utah Transit Authority can choose to fund the transaction into an escrow account or into a restricted account, subject to credit approval. With either process, UTA will be responsible for the investment of funds to provide interest income.

Tax Exempt Rates: The market is very volatile and therefore, BAPCC is providing UTA with two options for the funding of the 2022 equipment schedules.

(1) RATE INDEX OPTION:

One option is for the UTA to index the interest rate and based on the formula detailed below, the final rate will be set within 8 business days of closing. Once the rate is set and the proceeds are funded, the rate will remain fixed over the life of the lease. Please note that the table below are the indexed rates and do not

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include any rate lock premiums. Please see sample amortizations attached to this Pricing Section.

Rates will be set using the following formula if the Lessee chooses **not** to lock the rate:

Tax Exempt SOFR Swaps Based Index (as of 10/18/22, 8:30ET):

Term	Payment Mode	Index Swap Term (Avg Life)*	Avg Life Term Index Rate	xPercentage of Index	+Spread	=Tax Exempt Rate
6 years	Monthly Arrears	3 years	4.3005%	79.0%	0.3621%	3.7595%
8 years	Monthly Arrears	4 years	4.1054%	79.0%	0.5324%	3.7757%
10 years	Monthly Arrears	5 years	3.9806%	79.0%	0.5347%	3.6794%
14 years	Monthly Arrears	7 years	3.8366%	79.0%	0.8521%	3.8830%

*The actual Tax-Exempt Interest Rate for future Schedules will be calculated in accordance with the formula in the above pricing grid and will be based on the then current Swap Index Rate published at 8:30ET on the applicable Refinitiv Eikon Swaps Index screen page (or such other commercially available source providing such quotations as may be selected by Lender from time to time) on the date pricing is set (no more than 8 business days prior to funding), which the current Swap Index Rate shall not be less than zero (0%). Swap Rates are based on 30/360 day count.

(2) RATE LOCK OPTION:

Due to the volatility of the rate environment, the Authority may want to lock the rates for the 2022 funding and the following rate locks would be added to the interest rates detailed above. The rates below are INCLUSIVE of a rate lock through year-end if the Authority chooses to eliminate the market risk.

Lease Term	Locked Rate Thru 12/31/22
6 years	3.7795%*
8 years	3.7957%*
10 years	3.6994%*
14 years	3.9030%*

***In order to lock the rate, the Lessee must notify (email is fine) BAPCC of acceptance of the rates within 5 business days from the issuance of this proposal (subject to board action).**

With this option, the interest rate is locked until December 31, 2022 and will be locked so long as the transaction is funded on or before such date. After December 31, 2022, the Tax-Exempt Interest Rate will be calculated in accordance with the formula in the above pricing grid and will be based on the then current Swap Index Rate published on the Refinitiv Eikon Swaps

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Index screen on the date pricing is set (no more than 8 business days prior to funding), which Swap Index Rate shall not be less than the Swap Index Rate in the pricing grid above. This proposal and rate index is good for 90 days per the bid request.

Payments: Monthly payments in arrears

Prepayment: Lessee may prepay each Lease in full on any rental payment date, upon 30 days' notice, for an amount equal to 101% of the outstanding balance of said Lease plus any and all other amounts then outstanding under the Lease.

Non-Appropriation Termination: Lessee affirms that funds are available for the current fiscal year and reasonably believes that sufficient funds can be obtained to make all rental payments during each subsequent fiscal year. Lessee will regularly budget for and otherwise use its best efforts to obtain funds for the continuation of the rentals in this transaction.

Governmental Entity Lease: The base rental payments are calculated on the assumptions, and Lessee will represent, that Lessee is a state or political subdivision of a state within the meaning of Section 103(c) of the Internal Revenue Code (the "Code"), that this transaction will constitute an obligation of Lessee within the meaning of Section 103(a) of the Code, notwithstanding Section 103(b) of the Code. Lessee shall provide Lessor with such evidence as Lessor may request to substantiate and maintain such tax status.

Opinion of Counsel: Lessee's counsel shall deliver validity and tax opinions to Lessor at closing in such form and substance satisfactory to Lessor. The opinions of counsel will cover that counsel has examined, approved and attached the text of the enabling resolution of Lessee's governing body authorizing Lessee to enter into the Lease.

Lessee's tax counsel shall deliver an opinion to Lessor at closing in form and substance satisfactory to Lessor. The opinion of counsel will cover the following tax matters, in addition to other customary opinions:

(a) the portion of Base Rent designated as and constituting interest paid by Lessee and received by Lessor is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986 and is exempt from state personal income taxes;

(b) such interest is not a specific preference item for purposes of the federal individual or corporate alternative minimum taxes; and

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(c) counsel has examined, approved and attached the text of the enabling resolution of Lessee's governing body authorizing Lessee to enter into the Lease.

Expenses: Lessee and Lessor will each be responsible for its own expenses incurred in connection with the preparation, negotiation and closing of the lease documentation. There are no other fees or costs associated with this transaction.

Documents: Lease documents in form and substance satisfactory must be executed and delivered. Lessee and Lessor have negotiated documents from 2015-2019 which will be considered to be in substantial form for this transaction. This includes the previous tax and validity opinions.

Credit Diligence: This transaction was successfully pre-screened although it has not been formally credit approved. This can be done quickly after an acceptance of terms.

Upcoming Needs: UTA has provided in the RFP the anticipated needs for the future. Bank of America has a large balance sheet to fund the desired equipment purchases but may choose to join with other sophisticated investors to accommodate all of the desired equipment purchases. Please note that BAPCC would continue to bill and collect and so this would be transparent to UTA.

Jill M. Forsyth
Senior Vice President

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SAMPLE *INDEXED* AMORTIZATIONS

SEE EXCEL WORKBOOK ATTACHED CONTAINING SEPARATE WORKSHEETS FOR EACH TERM BASED ON CURRENT INDEXED (NOT LOCKED) RATES

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669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Mary DeLoretto, Chief Service Development Officer
PRESENTER(S):	Patti Garver, Manager of Environmental and Grant Services

TITLE:

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

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution R2022-12-02 authorizing execution by the Executive Director and/or his Designee of the AoPP grant agreement that is being developed in the Federal Transit Administration Awards Management System (TrAMS) for the Paratransit Forward Study.

BACKGROUND:
The U.S. Department of Transportation published a notice of funding opportunity for the AoPP Grant Program on June 30, 2021. Activities eligible for funding under AoPP grants include planning, engineering, or development of technical or financing plans for projects that assist areas of persistent poverty. UTA submitted a grant application on August 30, 2021 for the Paratransit Forward Study.

DISCUSSION:
The Federal Transit Administration selected UTA to receive an award amount of $385,584 for the Paratransit Forward Study on June 23, 2022. The match amount, which totals $55,000, will be provided in-kind by the University of Utah and VIA Transportation.

UTA has identified 61 census tracts that meet the criteria of a persistent poverty community. The UTA paratransit service area overlaps with multiple of these communities and environmental justice communities.

The study will fully assess the impacts of paratransit services on Environmental Justice populations by

developing a broad approach to data gathering and utilization in providing these transit services. A survey and subsequent planning will be conducted to identify and address any potential disparities between the community and those accessing paratransit services.

ALTERNATIVES:
If this grant is not executed, implementation of the project will be delayed.

FISCAL IMPACT:
The award amount will be $385,584. The minimum Federal share of project costs is 90 percent.

Project Partners have agreed to contribute a total of $55,000 (12.5% of total) in-kind Project Funds in the following shares:

a. University: $35,000

b. VIA Transportation: $20,000

ATTACHMENTS:
1) Board Resolution R2022-12-02

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY AUTHORIZING THE EXECUTION OF AN AREAS OF PERSISTENT POVERTY GRANT AGREEMENT WITH THE FEDERAL TRANSIT ADMINISTRATION FOR THE PARATRANSIT FORWARD STUDY

R2022-12-02 December 7, 2022

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

WHEREAS, the Authority was funded through the Federal Transit Administration ("FTA") Fiscal Year 2021 Areas of Persistent Poverty Program ("AoPP Grant") for the Paratransit Forward Study project (the "Project"); and

WHEREAS, the AoPP Grant program provides funding for planning, engineering, or development of technical or financing plans for projects that assist areas of persistent poverty; and

WHEREAS, FTA is providing $385,584 for the Project, and

WHEREAS, the Utah Public Transit District Act, UTAH CODE §17B-2a-801 *et seq.* requires the Board of Trustees (the "Board") of the Authority to review and approve any contractual agreement exceeding $200,000; and

WHEREAS, the Board of the Authority understands and recognizes that a grant agreement for this AoPP Grant will soon be ready to execute, making timely approval necessary; and

WHEREAS, the Board of the Authority desires to authorize the Executive Director to execute the agreement for the Project.

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

1. That the Board authorizes the Executive Director or his designee to execute the AoPP Grant agreement for the Project with the FTA.

2. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and counsel to prepare the agreement for the AoPP Grant for the Project.

3. That the corporate seal be attached hereto.

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Approved and adopted this 7th day of December 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

(Corporate Seal)

Approved as to Form:

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

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Mary DeLoretto, Chief Service Development Officer
PRESENTER(S):	Patti Garver, Manager of Environmental & Grant Services

TITLE:

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

AGENDA ITEM TYPE:
Resolution

RECOMMENDATION:
Approve Resolution 2022-12-03 authorizing execution by the Executive Director or his Designee of the ARPA Route Planning Restoration grant agreement that is being developed in the Federal Transit Administration Awards Management System (TrAMS) for an Equity Index Study to Restore Routes.

BACKGROUND:
The U.S. Department of Transportation published a notice of funding opportunity for the ARPA Route Planning Restoration Grant Program on September 14, 2021. The ARPA Route Planning Restoration Grant Program provides funding for planning activities that are designed to (i) increase ridership and reduce travel times, while maintaining or expanding the total level of vehicle revenue miles of service provided in the planning period; or (ii) make service adjustments to increase the quality or frequency of service provided to low-income riders and disadvantaged neighborhoods or communities. UTA submitted a grant application on November 15, 2021 for an Equity Index Study to Restore Routes.

DISCUSSION:
The Federal Transit Administration selected UTA to receive an award amount of $300,000 for the Equity Index Study on June 2, 2022. No match is required for this grant.

This study will develop an equity index that will include environmental justice population factors as well as car

ownership for use in decision making while establishing a route restoration and improvement plan in which neighborhoods whose equity indices reveal low-income populations, higher than average non-white populations, or any of the decided equity index factors will be prioritized. A robust public outreach strategy will assist in learning more about where relevant populations are traveling.

This study will be used to restore or improve routes that produce more ridership and support households that cannot or choose not to drive and have a need for public transportation connections. In the context of ridership loss due to the pandemic, this study will be used to create a strategy that goes beyond boardings and loads and sheds light on locations of passengers that need and use public transit the most.

ALTERNATIVES:

If this grant is not executed, implementation of the project will be delayed.

FISCAL IMPACT:

The award amount will be $300,000. The Federal share of project costs is 100 percent.

ATTACHMENTS:

1) Board Resolution 2022-12-03

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RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT AUTHORITY AUTHORIZING THE EXECUTION OF AN AMERICAN RESCUE PLAN ACT ROUTE PLANNING RESTORATION PROGRAM AGREEMENT WITH THE FEDERAL TRANSIT ADMIISTRATION FOR THE EQUITY INDEX STUDY TO RESTORE ROUTES

R2022-12-03 December 7, 2022

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

WHEREAS, the Authority was funded through the Federal Transit Administration ("FTA") Fiscal Year 2021 American Rescue Plan Act (ARPA) Route Planning Restoration Program ("ARPA Route Planning Grant") for the Equity Index Study to Restore Routes project (the "Project"); and

WHEREAS, the ARPA Route Planning Grant program provides funding for planning activities that are designed to (i) increase ridership and reduce travel times, while maintaining or expanding the total level of vehicle revenue miles of service provided in the planning period; or (ii) make service adjustments to increase the quality or frequency of service provided to low-income riders and disadvantaged neighborhoods or communities; and

WHEREAS, FTA is providing $300,000 for the Project, and

WHEREAS, the Utah Public Transit District Act, UTAH CODE §17B-2a-801 *et seq.* requires the Board of Trustees (the "Board") of the Authority to review and approve any contractual agreement exceeding $200,000; and

WHEREAS, the Board of the Authority understands and recognizes that a grant agreement for this ARPA Route Planning Grant will soon be ready to execute, making timely approval necessary; and

WHEREAS, the Board of the Authority desires to authorize the Executive Director to execute the agreement for the Project.

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

1. That the Board authorizes the Executive Director or his designee to execute the ARPA Route Planning Grant agreement for the Project with the FTA.

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2. That the Board hereby ratifies all actions previously taken by the Authority's management, staff, and counsel to prepare the agreement for the ARPA Route Planning Grant for the Project.

3. That the corporate seal be attached hereto.

Approved and adopted this 7th day of December 2022.

_____
Carlton Christensen, Chair
Board of Trustees

ATTEST:

_____
Secretary of the Authority

Approved as to Form: (Corporate Seal)

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

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Cherryl Beveridge, Chief Operating Officer
PRESENTER(S):	Kevin Anderson, Director of Maintenance Support Guy Miner, Facility Maintenance Manager

TITLE:

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

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve contract number 22-036371BCM and authorize the Executive Director to execute the contract and associated disbursements with Roth Landscape Services to remove snow from UTA Park-n-Ride lots as described in the contract.

BACKGROUND:
Annual/Seasonal snow removal is critical for providing for the overall safety of our Ridership and operators.

DISCUSSION:
UTA Staff is requesting approval of contract number 22-036371BCM to provide snow removal services for UTA Lots and Park-n-Rides. The total contract value is estimated to be $1,000,000.00. UTA has negotiated fixed prices per push for each location, but the total amount is dependent on seasonal snowfall.

The scope of the five-year contract describes the areas to be cleared when accumulation is two inches or more (each clearing is referred to as a "push"). UTA understands that there will be multiple pushes per site per year, but it is unknown how many will be made in a year.

This contract (22-036371BCM) is recommended for award to Roth Landscape Services at an estimated cost of $1,000,000.00 over 5-Year Period and covers North South Line, SECTION 2 (10 Locations); Mid-Jordan Line, SECTION 3 (11 Locations); and North South Line, SECTION 4 (9 Locations).

This contract has been identified as PO 220236372 and Contract Number 22-036371BCM and is funded in the

2023 Facilities Operations budget.

This contract was awarded based upon the lowest price per push per year per section as identified on UTA's 22 -03637BCM bid form.

CONTRACT SUMMARY:

Contractor Name:	Roth Landscape Services
Contract Number:	22-036371BCM
Base Contract Effective Dates:	9 DEC 2022 - 31 NOV 2027
Extended Contract Dates:	N/A
Existing Contract Value:	$0
Amendment Amount:	N/A
New/Total Contract Value:	Estimated cost of $1,000,000.00
Procurement Method:	IFB
Budget Authority:	Local/Facilities Operations Budget

ALTERNATIVES:

There are no viable alternatives

FISCAL IMPACT:

Funds are budgeted into the Facilities Operations Budget, Contract Services.

ATTACHMENTS:

1) Contract

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INVITATION FOR BID

Cover Sheet

General Information				
Project Name	5 Year Snow Removal – Park & Ride (P&R) Lots			
Project Description	Snow Removal for various Trax, FrontRunner, and Ogden BRT Station Parking Areas and Sidewalks throughout Salt Lake County			
Approximate Budget				
Project Start Date/Length	Start December 1, 2022 / for Five Years (5yrs) Consecutive Annual Service Starting Early Fall through Early Spring (Seasonal)			
Contract Type	Service Contract – Firm Fixed Pricing			
UTA Project Manager	Johnny Johnson			
Funding Source		X Local	ϒ State	ϒ Federal
Procurement Process Information				
IFB No.	22-03637BCM			
Contract Administrator	Brent Miller 669 West 200 South Salt Lake City, Utah 84101 (801) 236-4754 brmiller@rideuta.com			
This procurement will be an Invitation for Bid (IFB)	Award will be made to the low Responsive and Responsible bidder.			

IFB Schedule:

A)	Issue Invitation to Bid	September 28, 2022
B)	Site Visits (Not Required) See Part 1 General Instructions for details	October 7, 2022, 2:00 pm mt
B)	Deadline to submit Questions and Request for Approved Equals or Changes to UTA	October 13, 2022, 2:00 pm mt
C)	Last day for UTA to issue addenda and clarifications	October 19, 2022
D)	**Deadline to submit bids**	**October 25, 2022, 2:00 pm mt**

Included as part of this IFB		
Part 1 – Project Specific Information		
Part 2 – Procurement Process Information		
Part 3 – Standard Solicitation Terms		

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Part 4 – Standard Contract Terms / Sample Contract		
Part 5 – Forms		
Bid Contents		
Page Limit Cover pages, table of contents, divider tabs, resumes, the Bid Sheet, and required forms do not count toward the page limit.	20 pages	
Submittal Instructions • One (1) electronic copy of the completed/signed Part 5 Declarations, Offer and Acceptance, and One (1) electronic copy of the Bid Form, each in pdf format, shall be uploaded to SciQuest on or before the deadline referenced above. See Part 3 of this IFB for further instructions.		
Required Forms To be considered responsive, Bids must include those additional forms, declarations, and certifications listed below:		
• Signed Bid Forms and Declarations		

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INVITATION FOR BIDS

Part 1 – Project information

GENERAL OVERVIEW GENERAL OVERVIEW

UTA seeks bids for a firm fixed priced contract with a term of five (5) years to provide UTA with Snow Removal Services for its various Trax, FrontRunner, and Ogden BRT Station Parking Areas and Sidewalks throughout Salt Lake County.
UTA reserves the right to award this IFB to multiple Bidders.

BID PRICE:

Bidder must use and record all pricing for services as listed on UTA's attached Bid Form. (The 22-03637BCM Bid Form) will be attached as a separate excel worksheet as part of this IFB in SciQuest). For any applicable Fees, or Surcharges, the Bidder must clearly define and provide written justification showing such cost are fair and reasonable. UTA will not accept or be responsible for or pay for any costs, charges or fees not included or identified on the 22-03637BCM Bid Form.

A Bidder's failure to follow the format specified may be considered non-responsive. All pricing must be Tax Exempt.

CONTRACT PERIOD

The required time-period for this project will five (5) years. To start December 1 2022, and last through November 31, 2027. The expectation is that the Bidder will provide all services and support necessary to fulfill all requirements set forth in this IFB for the duration of this contract period.

GENERAL INSTRUCTIONS:

1. Contractor personnel may be required to complete UTA's Roadway Protection Training to be conducted by UTA's Project Manager.
2. Area locations requiring service will be those as identified on UTA's 20-03637BCM Bid Form.
3. Site visits are not required but suggested, since area square footages (SQFT) are not available in this IFB. Site visits can be scheduled with UTA Project Manager Johnny Johnson 801-557-7637 email jjohnson@rideuta.com and shall be completed before bid submittal due date.
4. Bidder will need to obtain aerial maps and area square footages based on address locations as listed in UTA's 20-03637BCM Bid Form posted on SciQuest.
5. Partial bids are acceptable only if all area locations are bid for the given Section(s) as identified on the Bid Form. For Example: If bidding for Section 1, the Bidder must bid on All 18 locations and All categories for All five (5) years in order for the bid to be accepted or considered responsive.
6. Other UTA properties may be added upon request.
7. Safety Data Sheet (SDS). Any and all Safety Data Sheets (SDS) applicable to any item or product called for under this IFB -or- required for use on UTA property as a result of this IFB, must be submitted either with the contractor's bid, or prior to the bid opening date under a separate cover letter, for approval. No product will be delivered to UTA or used on UTA property without prior approval by UTA; no contract will be awarded without this approval. A contractor's failure to submit an SDS with their proposal may render their proposal non-responsive.

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8. CONTRACTOR CERTIFICATION: Contractor must provide proof of all required licensing and application and safety training and any applicable certifications required by Federal, State, County and/or local regulations applying to this service. **Copies of all certifications must be submitted prior to starting work.**

9. **CONTRACTOR LIABILITY:** Contractor will be liable and responsible for any and all damage done to light poles, vehicles, barriers and or any damage done to real property in the course of the resulting contract/order

11. **INSPECTIONS & PAYMENT AUTHORIZATION:** Invoices will not be paid for work not completed. Cameras may be used to verify work performed. Periodic physical OR camera recording inspections will be made by UTA Facilities personnel to verify that work is completed as required. Inspections will be made as determined necessary by the Facilities Manager, or his designated representative (hereinafter referred to as the "inspector"), and may be made based on the Contractor's performance throughout the contract. Inspections may be scheduled or unscheduled. Invoice payments will be at the discretion of the Facilities Manager based on each situation encountered. Performance issues and payments withheld will be fully documented and processed through the Procurement Manager

STATEMENT OF WORK (SOW)

The Contractor shall provide all tools, equipment, labor and materials necessary to provide snow removal services on the Commuter Rail (Frontrunner) Park-and-Ride lots in accordance with the following. **(Note: UTA personnel will remove snow/ice from all train platforms and platform entrance areas that directly cross the Commuter Rail Tracks & Light Rail Trax. At no time will contractor personnel cross into the track area or onto the rail right-of-way.)**

1. Snow removal and de-icing will be accomplished with each snow fall where accumulation is 2 inches or more. The 2 inch rule applies at all Commuter Rail & Light Rail Parking lots and sidewalks. However, if there is not at least 2 inches of accumulation, the contractor must call the designated person in charge prior to plowing or salting to confirm that UTA agrees plowing or salting is necessary. UTA will not pay for plowing or salting at stations where less than 2 inches of snow have accumulated, based on UTA's measurements. The contractor shall be available for immediate response for 2" accumulations or upon call-out by UTA.

2. Snow removal and deicing in the parking lots will be accomplished between the hours of 8:00pm to 6:00 am unless approved by UTA's designated person in charge. The contractor will contact the UTA's designated person in charge prior to any snow removal or salting when services are required outside of the 8:00pm to 6:00 am time frame. **If UTA's designated person in charge approves plowing or salting during the hours of 6:00am to 8:00pm, contractor will reduce the fee to no more than ½ of the agreed upon rate. This is due to vehicles parked in the lots that prohibit a full plow or salting.** UTA will only allow one plow and salting at each lot per 24 hour period unless prior approval by the UTA designated person in charge. The contractor will not plow the parking lots in a fashion that does not allow UTA's passengers the ability to get out of their parking space. The contractor will plow the ADA accessible areas to allow for easy access. The contractor is responsible to monitor snowfall. Snow must be removed no later than 4 hours after that event. A snow event is 2" or more.

3. The contractor shall provide all snow and/or ice melt products and all necessary hand and power equipment necessary to maintain the parking areas and walkways. Snow/ice melt for parking lots can be ***road salt***. The contractor shall submit a Safety Data Sheet (SDS) for the snow/ice melt to be used to the UTA Purchasing Department for approval. No snow or ice melt product will be used on UTA property without prior approval. Changes in snow/ice melts products must be approved through the Purchasing Department.

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4. Safety Equipment: Crews shall wear bright colored UDOT approved safety vests while working on or around the station areas. Contractor personnel using snow removal equipment shall wear Protective footwear and safety glasses IAW with all State and Federal guidelines.

5. Sidewalks, bus waiting, and bus shelter areas require the use of hand shovels, snow blowers, or ATV plows. These areas will follow the same rule of time of service as the plowing and salting of parking lots. ***Calcium Chloride, Potassium Chloride*** or equivalent will be used on all walks areas for deicing. The contractor shall submit (SDS) for the snow/ice melt to be used to the UTA Purchasing Department for approval. No snow or ice melt product will be used on UTA property without prior approval. Changes in snow/ice melts products must be approved through the Purchasing Department. UTA will only pay for one sidewalk and bus area waiting snow and ice removal services once in a 24 hour period unless approve by the UTA designated person in charge.

6. All equipment and tools must be maintained in clean, safe operating condition. UTA reserves the right to have unsafe equipment and tools removed from the site. Removal of equipment will not relieve the contractor of his responsibility to perform the snow removal. Replacement of unsafe equipment will be at no additional cost to UTA.

7. Snow may NOT be moved to the track area. Heavy snow will be removed to an area away from all walkways and/or stacked out of the parking areas. Locations for piling snow shall be coordinated with the UTA designated person in charge.

8. UTA personnel will remove snow/ice from all train platforms and platform entrance areas that directly cross the Commuter Rail Tracks.

9. UTA reserves the right to have a designated person in charge at each platform to coordinate and determine the priority services if required. This individual will have the authority to direct work as needed.

ROADWAY WORKER PROTECTION TRAINING: Where determined necessary by UTA, all Contractor personnel shall have successfully completed the UTA Roadway Worker Protection class prior to working on or around TRAX or FrontRunner stations, rail lines and/or equipment. Training should be scheduled by contacting the Contract Program Manager. The contractor shall be responsible to provide interpreters for non-English speaking employees. All FRA guidelines will be adhered to under this procurement.

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INVITATION FOR BIDS

Part 2 – Procurement Process Information

This procurement will be an invitation for Bids (IFB). Award will be made to the low Responsive and Responsible bidder. Low bid must be determined by the bid price of the snow removal services.

UTA reserves the right to award this IFB to multiple Bidders.

Awardee(s) will be required to provide a Certificate or Insurance (COI) (i.e. Acord form)

Please use the Excel ’22-03637BCM Bid Form’ attached in SciQuest to record bid pricing.

Bid must be Submitted in SciQuest

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INVITATION FOR BIDS

Part 3 – Standard Terms of Solicitation

INSTRUCTIONS TO BIDDERS

1.1.1.1 Submission of Bids.

Bids must be uploaded to SciQuest by the "Bid ends" date and time listed on SciQuest. Bids uploaded after the deadline will be considered non-responsive. It is the responsibility of the Bidder to ensure that its Bid is properly uploaded by the deadline.

Log onto SciQuest at https://solutions.sciquest.com/apps/Router/SupplierLogin?CustOrg=StateOfUtah; if you have already registered, login and search by Utah Transit Authority or the RFP number.

If you need to create an account please select "Create Account" and then you can search UTA or the RFP number identified on the Cover Page. If you need assistance please email the Utah Supplier Portal Support at sciquestadmin@utah.gov. Instructions to Bidders are included in the IFB documents.

1.1.1.2 Minimum Standards.

This IFB sets forth the minimum requirements that all Bids must meet. Failure to submit Bids in accordance with this IFB will render the Bid non-responsive. UTA may waive immaterial errors in a Bid at its discretion and as permitted by applicable law.

1.1.1.3 Confidential, Protected, and Public Information

In accordance with Utah Code Section 63G-2-305(6) of the Government Records Access and Management Act (GRAMA) and UTA's Procurement Standard Operating Procedures (SOPs), Bids submitted by Bidders in response to this IFB and any accompanying documentation will not be made public until the public bid opening.

If the Bid includes information that the Bidder believes to constitute trade secret or non-public commercial or financial information protectable pursuant to UCA §§63G-6a-305(1) and 63G-6a-305(2) (collectively "Business Confidential Information"), then the Bidder Bidder must follow the procedure set forth in UCA §63G-6a-309.

Additionally, for ease of Bid evaluation, UTA requests that each Bidder also follow the steps identified below:

a) Clearly mark all Business Confidential Information as such in its Bid at the time the

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Bid is submitted and include a cover sheet stating "DOCUMENT CONTAINS BUSINESS CONFIDENTIAL INFORMATION" and identifying each section and page which has been so marked;

b) Include a statement with its Bid justifying the Bidder's determination that certain records are Business Confidential Information for each record so defined;

c) In addition to the Bid uploaded to SciQuest, upload a second copy of the Bid (as an attachment) that has all the Business Confidential Information deleted, and label such copy of the Bid "Public Copy." If a Bidder uploads a Bid containing no Business Confidential Information, no "Public Copy" need be submitted. However, any Bidder that submits a Bid containing no Business Confidential Information must so certify in a cover letter to its Bid; and

d) Defend any action seeking release of the records it believes to be Business Confidential Information and indemnify, defend, and hold harmless UTA and the State of Utah and its agents and employees from any judgments awarded against UTA and its agents and employees in favor of the party requesting the records, including any and all costs connected with that defense. This indemnification survives UTA's cancellation or termination of this procurement or award and subsequent execution of the Contract. In submitting a Bid, the Bidder agrees that this indemnification survives as long as the Business Confidential Information is in possession of UTA.

All records pertaining to this procurement will become public information after award of the Contract, unless such records are identified as, and lawfully constitute, Business Confidential Information as specified above. No liability will attach to UTA for the errant release of Business Confidential Information by UTA under any circumstances.

1.1.1.4 Submitting Questions to UTA

Questions must be submitted via the SciQuest Q&A page before the end of the Question and Answer period. UTA's answers to timely questions will be posted on the SciQuest Q&A page.

1.1.1.5 Requests for Approved Equals or Changes

Whenever a brand, manufacturer, or product name is indicated in this IFB, they are included only for the purpose of establishing identification and a general description of the item. Wherever such names appear, the term "or approved equal" is considered to follow.

Requests for Approved Equals, Changes, or other exceptions to the IFB (collectively, "Requests") must be submitted via the SciQuest Q&A page before the end of the Question and Answer period.

Any request for an approved equal or request for change of the IFB must be fully supported with technical data, test results, or other pertinent information as evidence that the substitute offered is equal or better than the IFB requirement.

UTA's responses to timely Requests will be posted to the SciQuest Q&A page.

It should be understood that specifying a brand name, components, and/or equipment in this IFB will not relieve the Bidder from its responsibility to provide the product in accordance with the performance warranty and contractual requirements. The Bidder shall notify UTA of any inappropriate brand name,

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component, and/or equipment that may be called for in this IFB and shall propose a suitable substitute for consideration.

UTA retains the discretion to withhold approval for one of more requested equals if the magnitude of requested approvals exceeds UTA's available resources to allow for adequate evaluation in support of a timely procurement.

1.1.1.6 Addenda to the Invitation for Bids

UTA reserves the right to make changes to the IFB, by issuing a written addendum to the IFB or through its responses to questions posted on the SciQuest Q&A page.

1.1.1.7 Multiple or Alternative Bids

Submission of multiple or alternative Bids, except as specifically called for in the IFB, may render all such Bids non-responsive and may cause the rejection of some or all of such Bids.

1.1.1.8 Withdrawal of Bids

A Bidder may withdraw its Bid from SciQuest before the Bid due date without prejudice to itself.

1.1.1.9 Cost of Bids

UTA is not liable for any costs incurred by Bidders in the preparation of Bids submitted in response to this IFB.

1.1.1.10 Examination of Invitation for Bids

The submission of a Bid constitutes an acknowledgment upon which UTA may rely that the Bidder: (i) has thoroughly examined and is familiar with the IFB, including the contractual terms in Part 4, (ii) is familiar with any work site identified in the IFB, and (iii) has reviewed and inspected all applicable statutes, regulations, ordinances, and resolutions addressing or relating to the goods and services to be provided hereunder. The failure or neglect of a Bidder to receive or examine such documents, work sites, statutes, regulations, ordinances, or resolutions will in no way relieve the Bidder from any obligations with respect to the Bidder's Bid or to any contract awarded pursuant to this IFB. No reduction or modification in the Bidder's obligations will be allowed based upon a lack of knowledge or misunderstanding of this IFB, work sites, statutes, regulations, ordinances, or resolutions. Minor clarifications and/or tailoring of terms and conditions shall be considered.

1.1.1.11 Firm Offer

Unless otherwise stated in this IFB, submission of a Bid constitutes an offer to provide the goods or services described in the IFB, for the price set forth in the Bid. Such offer must be good and firm for a period of ninety (90) days after the Deadline to Submit Bids.

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1.1.1.12 Disclosure of Organizational Conflict of Interest

An organizational conflict of interest means that because of other activities, relationships, or contracts, the Bidder is unable, or potentially unable, to render impartial assistance or advice to UTA; a Bidder's objectivity in performing the work identified in this IFB is or might be otherwise impaired; or a Bidder has an unfair competitive advantage. If a Bidder believes that it has, or may have, a real or perceived organizational conflict of interest, it must disclose such real or perceived organizational conflict of interest in its Bid, and describe the measures taken by the Bidder to mitigate such conflict. UTA will review such information and, in its sole discretion, determine whether a real or perceived organizational conflict of interest exists, and whether such conflict warrants disqualification of the Bidder, or may be mitigated by taking further measures.

1.1.1.13 No Collusion

By submitting a Bid, the Bidder represents and warrants that its Bid is genuine and not a sham, and that the Bidder has not colluded with any other parties regarding this procurement process. If UTA learns that the Bid is not genuine, or that the Bidder did collude with other parties, or engaged in any anti-competitive or fraudulent practices in connection with this procurement process, UTA may immediately terminate any resulting contract and seek any remedies available in equity or at law.

1.1.1.14 Federal Requirements. (if applicable)

If federal funds are being used to finance this project, the Contractor shall also comply with the additional applicable federal terms and conditions listed in Part 6a and submit all applicable certifications, forms and reports listed in Part 6b.

a. UTA eComply Solutions. In addition, where federal funds are being used, the Bidder/Bidder shall submit required labor and subcontractor information to UTA through following portal: https://uta.ecomply.us. The information provided shall include the following:

- Set up and maintain contractor login for all persons inputting information in the system
- Description of payments received from UTA and payments made to subcontractors of all tiers including amounts and confirmation of payment
- All certified payroll must be input into eComply Solutions which may be accomplished either through direct input or importation from the contractor's accounting system.
- All subcontract award amounts, date signed, and change orders
- Certified payroll information shall be uploaded on a weekly basis; all other information shall be uploaded or input no less than monthly.

The Contractor shall include this clause in all subcontracts and manage and monitor compliance of all subcontractors within the UTA eComply system

SELECTION PROCESS

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1.1.1.15 Public Opening

This is an IFB and, as such, the Bids submitted in response to this IFB will be subject to a public opening.

1.1.1.16 UTA's Procurement Options

Based on submitted information, UTA may do or take any of the following actions, without limitation:

- Award the contract to the lowest responsive and responsible Bidder who meets the criteria set forth in this IFB.
- Amend and reissue the IFB in order to clarify and correct.
- Cancel the invitation for bids without awarding a contract.

1.1.1.17 Responsiveness

Bids that are conditional, that attempt to modify the IFB requirements, that contain additional terms or conditions, or that fail to conform to the requirements or specifications of the IFB may be considered non-responsive. Notwithstanding, minor clarifications/tailoring to terms and conditions may be considered.

1.1.1.18 Responsibility

UTA will not select a Bidder who is deemed by UTA, in its sole discretion, to lack the ability or responsibility to perform successfully under the terms of the contract. Such determination of responsibility may encompass management, technical, legal, and financial matters.

1.1.1.19 Checking References.

The Utah Transit Authority reserves the right to contact any reference specifically named by the Bidder in its Bid or any other additional references as deemed appropriate by UTA, including references suggested by the Bidder's named references or references known to UTA through its own knowledge of the transportation industry.

1.1.1.20 Requests for Clarification

The Bidder shall provide accurate and complete information to UTA. If information is incomplete, appears to include a clerical error, or is otherwise unclear, UTA may either (i) declare the Bid non-responsive, (ii) evaluate the Bid as submitted, or (iii) issue a Request for Clarifications to the Bidder stating the information needed and a date and time by which the information must be provided. If the Bidder does not respond to the Request for Clarifications in a timely manner, or if the Bidder's response is deemed to be insufficient by UTA, in its sole discretion, then UTA may declare the Bid non-responsive.

All requests for Clarification will be in writing via E-mail, responses submitted as per the instructions contained in the request for Clarification. Responses must be limited to answering the specific information requested by UTA.

PROTESTS

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Protests are governed by the Utah Procurement Code, Utah Code Ann. § 63G-6a-1601 et seq. To be valid, a protest must be in writing and be filed with UTA within the time frames set forth in Utah Code Ann. § 63G-6a-1602. A protest will be deemed to be filed pursuant to these procedures when actually received by the designated recipient by delivery via email to protests@rideuta.com.

All protests must include:

- The name and address, and email address of the protester.
- The appropriate contact person for the protester, to whom all protest correspondence shall be addressed;
- The solicitation or project number; and
- A detailed statement as to the nature of the protest including, without limitation: (i) the alleged facts and evidence giving rise to the protestor to claim that it has been aggrieved; (ii) the protestor's standing to protest; and (iii) the legal grounds upon which the protest is based.

The Procurement Officer shall make a written determination regarding the protest. An unfavorable determination of the UTA Procurement Officer is eligible for administrative reconsideration by a panel determined by the Chair of the UTA Board of Trustees. A notice of appeal must be delivered by the Protestor within five (5) calendar days of the date of the Procurement Officer's decision. A notice of appeal addressed as follows:

Chair, UTA Board of Trustees

c/o Utah Transit Authority

669 West 200 South

Salt Lake City, Utah 84101

Attn: Board Coordinator

CONTAINS TIME-SENSITIVE PROTEST MATERIALS

Any further appeal may only be made pursuant to Utah Code Ann. § 63G-6a-1801 *et seq*. A protesting entity must exhaust administrative appeals prior to filing a judicial appeal pursuant to Utah Code Ann. § 63G-6a-1801 *et seq*.

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INVITATION FOR BIDS

Part 4 – Contract Terms

"Vendor" as used in these UTA Standard Terms and Conditions means the party contracting with Utah Transit Authority ("UTA") to provide Goods and/or Services to UTA. The terms "Goods" and "Services" are intended to have their broadest meanings. "Goods" includes any equipment, parts, materials, supplies, project deliverables, and work product supplied by Vendor in accordance with the solicitation documents ("Solicitation Documents") to which these UTA Standard Terms and Conditions are attached. "Services" includes labor, professional services, and any manual, technical and other human resources provided in the fulfillment of the Solicitation Documents, including those specified in the Solicitation Documents and any additional Services incidental to the furnishing of Goods.

1. **JURISDICTION, CHOICE OF LAW, AND VENUE:** Utah law governs this transaction. The parties shall submit to the jurisdiction of the courts of the State of Utah for any dispute arising out of the Solicitation Documents and the contract (the "Contract") resulting from UTA's acceptance and counter-execution of a bid/Bid form submitted by the Vendor pursuant to the Solicitation Documents. Venue is in Salt Lake City, in the Third Judicial District Court for Salt Lake County.
2. **LAWS AND REGULATIONS:** Vendor and any and all Goods and/or Services furnished under the Contract will comply fully with all applicable Federal and State laws and regulations, including those related to safety and environmental protection. Vendor shall also comply with all applicable licensure and certification requirements.
3. **RECORDS ADMINISTRATION:** Vendor shall maintain all records necessary to properly account for the payments made to Vendor for costs authorized by the Contract. Vendor shall retain those records for at least six years after the Contract is fully performed or terminated, or until all audits initiated within the six-year period have been completed (whichever is later). Vendor shall allow UTA, State, and Federal auditors, and UTA agency staff, access to all the records relating to the Contract, for audit, inspection, and monitoring of Goods and/or Services. Such access must be during normal business hours, or by appointment.
4. **CONFLICT OF INTEREST:** Vendor represents that it has not offered or given any gift or compensation prohibited by the laws of the State of Utah to any officer or employee of UTA to secure favorable treatment with respect to being awarded the Contract.
5. **INDEPENDENT CONTRACTOR:** Vendor is an independent contractor. As such, Vendor has no authorization, express or implied, to bind UTA to any agreements, settlements, liability or understanding whatsoever. Vendor shall not perform any acts as agent for UTA, except as expressly set forth in the Contract. Compensation stated in the Contract is the total amount payable to Vendor by UTA. Vendor is responsible for the payment of all income tax and social security tax due as a result of payments received from UTA for the Goods and/or Services. Persons employed by UTA and acting under the direction of UTA will not be deemed to be employees or agents of Vendor.
6. **STANDARD OF CARE.** Vendor shall perform any Services to be provided under the Contract in a good and workmanlike manner, using at least that standard of care, skill and judgment which can

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reasonably be expected from similarly situated independent contractors (including, as applicable, professional standards of care).

7. **SALES TAX EXEMPTION:** The Goods and/or Services purchased by UTA under the Contract are exempt from sales and use tax.

8. **DELIVERY:** Unless otherwise specified in the Contract, all Goods will be delivered FOB to the destination designated by UTA in the Solicitation Documents. Vendor shall be responsible for delivery costs and all risk of loss shall remain with Vendor until such time as the Goods are received by UTA, its agent or consignee, regardless of whether UTA has made full payment for the Goods. Vendor shall deliver all Goods to UTA and perform all Services no later than the date(s) indicated in the Solicitation Documents. If Vendor fails to make delivery of any part of the Goods or fails to perform any portion of the Services on the date(s) indicated, UTA may terminate and pursue other remedies.

9. **INSPECTIONS:** Goods furnished under the Contract will be subject to inspection and testing by UTA at times and places determined by UTA. If UTA finds Goods furnished to be incomplete or not in compliance with applicable specifications and standards, UTA may reject the Goods and require Vendor to either correct them without charge or deliver them at a reduced price which is equitable under the circumstances. If Vendor is unable or refuses to correct such Goods within a time deemed reasonable by UTA, then UTA may cancel the order in whole or in part. Nothing in this paragraph will adversely affect UTA's rights including the rights and remedies associated with revocation of acceptance under the Uniform Commercial Code.

10. **INVOICING AND PAYMENT:**
    - **a.** Contractor shall invoice UTA after delivery of all Goods and satisfactory performance of all Services. Contractor shall submit invoices to ap@rideuta.com for processing and payment. In order to timely process invoices, Contractor shall include the following information on each invoice:
        i. Contractor Name
        ii. Unique Invoice Number
        iii. PO Number
        iv. Invoice Date
        v. Detailed Description of Charges
        vi. Total Dollar Amount Due
    - **b.** UTA shall have the right to disapprove (and withhold from payment) specific line items of each invoice to address non-conforming Goods or Services. Approval by UTA shall not be unreasonably withheld. UTA shall also have the right to offset (against payments) amounts reasonably reflecting the value of any claim which UTA has against Contractor under the Contract. Payment for all invoice amounts not specifically disapproved or offset by UTA shall be provided to Contractor within thirty (30) calendar days of invoice submittal.

11. **WARRANTY:** Vendor warrants all Goods (including hardware, firmware, and/or software products that it licenses) provided to UTA under the Contract for a period of one year, unless otherwise specified and mutually agreed upon elsewhere in the Contract. Vendor (seller) acknowledges that all warranties granted to the buyer by the Uniform Commercial Code of the State of Utah apply to the Contract. Product liability disclaimers and/or warranty disclaimers from the seller are not applicable to the Contract unless otherwise specified and mutually agreed upon elsewhere in the Contract. In general, Vendor warrants that: (1) the Good will do what the salesperson said it would do, (2) the

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Good will live up to all specific claims that the manufacturer makes in their advertisements, (3) the Goods will be suitable for the ordinary purposes for which such items are used, (4) the Goods will be suitable for any special purposes that UTA has relied on Vendor's skill or judgment to consider when it advised UTA about the Good, (5) the Goods have been properly designed and manufactured, and (6) the Goods are free of significant defects or unusual problems about which UTA has not been warned. Nothing in this warranty will be construed to limit any rights or remedies UTA may otherwise have under the Contract.

12. **INDEMNIFICATION:** Vendor shall release, protect, defend, indemnify and hold UTA and its trustees, officers, and employees, harmless from and against any damage, cost or liability, including reasonable attorney's fees for any or all injuries to persons, property or claims for money damages arising from the willful misconduct or the negligent acts or omissions of Vendor, its subcontractors and suppliers, and their respective employees and agents, except to the extent caused by the negligent acts or omissions of UTA.

13. INSURANCE REQUIREMENTS

The insurance requirements herein are minimum requirements for this Contract and in no way limit the indemnity covenants contained in this Contract. The Utah Transit Authority in no way warrants that the minimum limits contained herein are sufficient to protect the Contractor from liabilities that might arise out of the performance of the work under this contract by the Contractor , his agents, representatives, employees or subcontractor s and Contractor is free to purchase additional insurance as may be determined necessary.

A. MINIMUM SCOPE AND LIMITS OF INSURANCE: Contractor shall provide coverage with limits of liability not less than those Stated below. An excess liability policy or umbrella liability policy may be used to meet the minimum liability requirements provided that the coverage is written on a "following form" basis.
   1. Commercial General Liability – Occurrence Form

Policy shall include bodily injury, property damage and broad form contractual liability coverage.

- General Aggregate $4,000,000
- Products – Completed Operations Aggregate $1,000,000
- Personal and Advertising Injury $1,000,000
- Each Occurrence $2,000,000

   a. The policy shall be endorsed to include the following additional insured language: "The Utah Transit Authority shall be named as an additional insured with respect to liability arising out of the activities performed by, or on behalf of the Contractor".
   b. The policy must also contain the following endorsement, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE: "Contractual Liability Railroads" ISO from CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing "Utah Transit Authority Property" as the Designated Job Site

   2. Automobile Liability

Bodily Injury and Property Damage for any owned, hired, and non-owned vehicles used in the performance of this Contract.

Combined Single Limit (CSL) $2,000,000

   a. The policy shall be endorsed to include the following additional insured language: "The Utah Transit Authority shall be named as an additional insured with respect to liability arising out of the activities performed by, or on behalf of the Contractor , including automobiles owned,

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leased, hired or borrowed by the Contractor ".

3. Worker's Compensation and Employers' Liability

Workers' Compensation	Statutory
Employers' Liability	
Each Accident	$100,000
Disease – Each Employee	$100,000
Disease – Policy Limit	$500,000

a. Policy shall contain a waiver of subrogation against the Utah Transit Authority.

b. This requirement shall not apply when a Contractor or subcontractor is exempt under UCA, AND when such Contractor or subcontractor executes the appropriate waiver form.

B. ADDITIONAL INSURANCE REQUIREMENTS: The policies shall include, or be endorsed to include the following provisions:

1. On insurance policies where the Utah Transit Authority is named as an additional insured, the Utah Transit Authority shall be an additional insured to the full limits of liability purchased by the Contractor . Insurance limits indicated in this agreement are minimum limits. Larger limits may be indicated after the Contractor 's assessment of the exposure for this contract; for their own protection and the protection of UTA.
2. The Contractor 's insurance coverage shall be primary insurance and non-contributory with respect to all other available sources.
3. Contractor and their insurers shall endorse the required insurance policy(ies) to waive their right of subrogation against UTA. Contractor 's insurance shall be primary with respect to any insurance carried by UTA. Contractor will furnish UTA at least thirty (30) days advance written notice of any cancellation or non-renewal of any required coverage that is not replaced.

C. NOTICE OF CANCELLATION: Each insurance policy required by the insurance provisions of this Contract shall provide the required coverage and shall not be suspended, voided, or canceled except after thirty (30) days prior written notice has been given to the Utah Transit Authority, except when cancellation is for non-payment of premium, then ten (10) days prior notice may be given. Such notice shall be sent directly to (Utah Transit Authority agency Representative's Name & Address).

D. ACCEPTABILITY OF INSURERS: Insurance is to be placed with insurers duly licensed or authorized to do business in the State and with an "A.M. Best" rating of not less than A-VII. The Utah Transit Authority in no way warrants that the above-required minimum insurer rating is sufficient to protect the Contractor from potential insurer insolvency.

E. VERIFICATION OF COVERAGE: Contractor shall furnish the Utah Transit Authority with certificates of insurance (on standard ACORD form) as required by this Contract. The certificates for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf.
All certificates and any required endorsements are to be sent to UTA Contract Administer and utahta@Ebix.com and approved before work commences. Each insurance policy required by this Contract must be in effect at or prior to commencement of work under this Contract and remain in effect for the duration of the project. Failure to maintain the insurance policies as required by this Contract or to provide evidence of renewal is a material breach of contract.

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All certificates required by this Contract shall be emailed directly to Contract Administrator and EBIX insurance. The Utah Transit Authority project/contract number and project description shall be noted on the certificate of insurance. The Utah Transit Authority reserves the right to require complete, certified copies of all insurance policies required by this Contract at any time. DO NOT SEND CERTIFICATES OF INSURANCE TO THE UTAH TRANSIT AUTHORITY'S CLAIMS AND INSURANCE DEPARTMENT.

F. SUBCONTRACTOR S: Contractor s' certificate(s) shall include all subcontractor s as additional insureds under its policies or subcontractor s shall maintain separate insurance as determined by the Contractor , however, subcontractor 's limits of liability shall not be less than $1,000,000 per occurrence / $2,000,000 aggregate. Sub-Contractor s maintaining separate insurance shall name Utah Transit Authority as an additional insured on their policy. Blanket additional insured endorsements are not acceptable from sub-Contractor s. Utah Transit Authority must be scheduled as an additional insured on any sub-Contractor policies.

G. APPROVAL: Any modification or variation from the insurance requirements in this Contract shall be made by Claims and Insurance Department or the Office of General Counsel, whose decision shall be final. Such action will not require a formal Contract amendment but may be made by administrative action.

14. **TERMINATION FOR COVENIENCE:** UTA may terminate the contract, in whole or in part, at any time by written notice to the Contractor when it is in UTA's best interest. UTA shall pay Contractor its costs, including contract close-out costs, and profit on work performed up to the time of termination. To be paid those costs, the Contractor must promptly submit its termination claim to UTA. If the Contractor has any property in its possession belonging to the UTA, the Contractor shall account for the same, and dispose or deliver it in the manner the UTA directs.
15. **DEFAULT:** If Vendor: (a) becomes insolvent; (b) files a petition under any chapter of the bankruptcy laws or is the subject of an involuntary petition; (c) makes a general assignment for the benefit of its creditors; (d) has a receiver appointed; (e) should fail to make prompt payment to any subcontractors or suppliers; or (f) fails to comply with any of its material obligations under the Contract, UTA may, at its option either cure the default at Vendor's expense or terminate the Contract after first giving Vendor five (5) days written notice to cure such default. Immediately after such termination, UTA may: (i) take possession of the Goods wherever they may be located and in whatever state of completion they may be together with all drawings and other information necessary to enable UTA to have the Items completed, installed, operated, maintained and/or repaired; (ii) pay to Vendor any amount then due under the Contract after taking full credit for any offsets to which UTA may be entitled; (iii) contract with or employ any other party or parties to finish the Items; and (iv) collect from Vendor any additional expense, losses or damage which UTA may suffer.
16. **PATENTS, COPYRIGHTS, ETC:** Vendor will defend, indemnify and hold UTA, its officers, agents and employees harmless from liability of any kind or nature, arising from Vendor's use of any copyrighted or un-copyrighted composition, trade secret, patented or un-patented invention, article or appliance furnished or used in the performance of the Contract.
17. **ENVIRONMENTAL RESPONSIBILITY:** UTA is ISO 14001 Environmental Management System (EMS) certified. Vendor acknowledges that its Goods and/or Services might affect UTA's ability to maintain the obligation of the EMS. A partial list of activities, products or Services deemed as have a potential EMS effect is available at the UTA website www.rideuta.com. Upon request by UTA, Vendor shall complete and return a *Contractor Activity Checklist*. If UTA determines that the Goods and/or Services

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under the Contract has the potential to impact the environment, UTA may require Vendor to submit additional environmental documents. Vendor shall provide one set of the appropriate safety data sheet(s) (SDS) and container label(s) upon delivery of a hazardous material to UTA.

18. **PUBLIC INFORMATION:** Vendor acknowledges that the Contract and related materials (invoices, orders, etc.) will be public documents under the Utah Government Records Access and Management Act (GRAMA). Vendor's response to the solicitation for the Contract will also be a public document subject to GRAMA, except for legitimate trade secrets, so long as such trade secrets were properly designated in accordance with terms of the solicitation.

19. **SEVERABILITY:** If any provision of the Contract is declared by a court to be illegal or in conflict with any law, the validity of the remaining terms and provisions will not be affected; and the rights and obligations of the parties will be construed and enforced as if the Contract did not contain the particular provision held to be invalid.

20. **WRITTEN AMENDMENTS:** The Contract may be amended, modified, or supplemented only by written amendment to the Contract, executed by authorized persons of the parties hereto.

21. **ASSIGNMENT:** Vendor shall not assign, sell, or transfer any interest in the Contract without the express written consent of UTA.

22. **FORCE MAJEURE:** Neither party to the Contract will be held responsible for delay or default caused by fire, riot, acts of God and/or war which are beyond that party's reasonable control. UTA may terminate the Contract after determining such delay or default will reasonably prevent successful performance of the Contract.

23. **UTAH ANTIDISCRIMINATION ACT**:

    Offeror hereby declares that it is and will remain fully compliant with the provisions of the Utah Anti-discrimination Act (UTAH CODE §§ 34A-5-101 TO 34A-5-108) and the equivalent anti-discrimination laws of its State of incorporation and/or headquarters location. Under the Act, an employer may not refuse to hire, promote, discharge, demote, or terminate a person, or to retaliate against, harass, or discriminate in matters of compensation or in terms, privileges, and conditions of employment against a person otherwise qualified, because of: race, color, sex, pregnancy, childbirth, or pregnancy-related conditions; age, if the individual is 40 years of age or older; religion; national origin; disability; sexual orientation; or gender identity.

    In addition to avoiding discriminatory employment practices as described above, Offeror also declares that all goods and services it provides to UTA are useable and accessible by individuals with disabilities as described in Title II of the American with Disabilities Act and also Section III (H) of UTA Policy 6.1.1 which states that programs, services, and facilities procured by UTA will be accessible to and useable by individuals with disabilities. Offeror further certifies that any digital software, tool, program or web application must meet the most recent version of the Web Content Accessibility Guidelines (WCAG) found at https://www.w3.org/TR/WCAG21. To the extent Offeror is providing transportation services, vehicles or facilities it also declares that it is in compliance with Department of Transportation (DOT) ADA standards found at 49 CFR Parts 27, 37, 38, and 39.

24. **UTAH ANTI-BOYCOTT OF ISRAEL ACT:** Contractor agrees it will not engage in a boycott of the State of Israel for the duration of this contract.

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25. **WAIVER:** Any waiver by a party of any breach of any kind or character whatsoever by the other party, whether such be direct or implied, will not be a continuing waiver of or consent to any subsequent breach of the Contract.

26. **ENTIRE AGREEMENT:** The Contract (including parts of the Contract incorporated by reference) constitutes the entire agreement between the parties with respect to the subject matter, and supersedes any and all other prior and contemporaneous agreements and understandings between the parties, whether oral or written. The terms of the Contract supersede any additional or conflicting terms or provisions that may be preprinted on Vendor's work plans, cost estimate forms, receiving tickets, invoices, or any other related standard forms or documents of Vendor that may subsequently be used to implement, record, or invoice Goods and/or Services hereunder from time to time, even if such standard forms or documents have been signed or initialed by a representative of UTA. The terms of the Contract prevail in any dispute between the terms of the Contract and the terms printed on any such standard forms or documents, and such standard forms or documents will not be considered written amendments of the Contract.

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INVITATION FOR BIDS

Part 5 – Declarations, Offer, and Conflict of Interest Form

A. BID DECLARATIONS

This Bid is submitted upon the following declarations:

1. Neither I nor, to the best of my knowledge, none of the members of my firm, corporation, or JV have either directly or indirectly entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive proposing in connection with this Bid.

2. Neither I nor, to the best of my knowledge, none of the members of my firm, corporation, or JV have given, offered, or promised to give any compensation, gratuity, contribution, loan or reward to any person administering, conducting, or making decisions regarding this procurement process.

3. I certify that the named Bidder has registered and is participating in the Status Verification System in accordance with Utah Code Ann. § 63G-12-302.

4. I acknowledge receipt of the following addenda to this IFB:

   Addendum No.___ Date_____
   Addendum No.___ Date_____
   Addendum No.___ Date_____
   Addendum No.___ Date_____

   Failure to acknowledge receipt of all addenda may cause the Bid to be rejected as non-responsive.

5. Further, this Bid is submitted upon the declaration that I have reviewed the terms and conditions of the IFB, including the Standard Contract Terms, and accept all the terms and conditions stated therein.

The undersigned is authorized to make the foregoing declarations, acknowledgements, and certifications set forth above.

Dayton Roth
(Contractor's Name)

Dayton Roth
(Signature)

Dayton Roth
(Print Name)

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B. CONTRACTOR'S OFFER

By signing below, the Contractor makes a firm offer to deliver all supplies and/or perform all services or construction as set forth in the IFB (including any amendments), for the price set forth on Contractor's Bid Sheet Form. Contractor accepts all UTA terms and conditions included with the IFB and acknowledges that any conflicting terms and conditions contained in the Contractor's bid or Bid shall be considered null and void. **By signing below, This Contractor's Offer creates a binding Contract, which consists of the IFB Statement of Work or Services, UTA Standard terms and conditions, the UTA IFB terms and conditions, FTA terms and conditions referenced in the IFB, and the Contractor's Bid or Bid, in that order of precedence.**

Signature must be by an officer of your company authorized to bind your company in contractual matters.

Roth Landscape Services	Dayton Roth
(Contractor's Name)	(Signature)
125 E 12717 S - Draper UT 84020	**Dayton Roth**
(Contractor's Address)	(Print Name)
C: (801) 953-9001 **O: (801) 571-8088**	**Manager**
(Contractor's Phone Number)	(Title)
dayton@rothlandscape.com	**11/3/22**
(Contractor's Email Address)	(Date)
27-4404900	
(Contractor's EIN)	

C. UTA'S ACCEPTANCE and BINDING CONTRACT

By signing below, UTA accepts Contractor's offer. This acceptance creates a binding Contract, which consists of the IFB Statement of Work or Services, UTA Standard terms and conditions, the UTA IFB terms and conditions, FTA terms and conditions referenced in the IFB, and the Contractor's Bid or Bid, in that order of precedence.

The effective date of the Contract is the date of the last signature on this page.

_____ Date_____
Cherry Beveridge / (Chief Operating Officer)

_____Date _____
Jay Fox / (Executive Director)

_____ Date _____
Keven Anderson (Director of Maintenance Support)

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Date 11/4/2022
Mike Bell / (UTA Legal)

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BID FORM

PRICING IS BASED ON PER PUSH PER YEAR PER SECITON

22-03637BCM BID FROM
Five (5) Year Period (December 1, 2022 - November 31, 2027)

North South Line, SECTION 2

SECTION 2 TOTAL

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
19	**MURRAY CENTRAL**	ADDRESS: 140 W. Vine St. 5144 S.						
	Year 1	$ 995.00	$1,680.000	$ 754.0000	$1,100.000	$768.0000	$560.0000	
	Year 2	$1,015.000	$1,750.000	$ 760.0000	$1,150.000	$783.0000	$571.0000	
	Year 3	$1,035.000	$1,800.000	$ 765.0000	$1,200.000	$799.0000	$582.0000	Loca l on
	Year 4	$1,045.000	$1,850.000	$ 770.0000	$1,250.000	$815.0000	$594.0000	Grand
	Year 5	$1,055.000	$1,900.000	$ 775.0000	$1,300.000	$831.0000	$606.0000	Total
	Total	**$5,145.00**	**$8,980.00**	**$ 3,824.00**	**$6,000.00**	**$3,996.00**	**$2,913.00**	**$ 30,858.00**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
20	**MURRAY NORTH**	ADDRESS: 71 W. Fireclay 4400 S.						
	Year 1	$ 275.00	$700.0000	$ 206.0000	$500.0000	$204.0000	$157.0000	
	Year 2	$280.0000	$715.0000	$ 210.0000	$510.0000	$208.0000	$160.0000	
	Year 3	$283.0000	$730.0000	$ 215.0000	$520.0000	$212.0000	$163.0000	Loca l on
	Year 4	$289.0000	$745.0000	$ 220.0000	$530.0000	$216.0000	$167.0000	Grand
	Year 5	$295.0000	$760.0000	$ 225.0000	$540.0000	$220.0000	$170.0000	Total
	Total	**$1,422.00**	**$3,650.00**	**$ 1,076.00**	**$2,600.00**	**$1,060.00**	**$ 817.00**	**$ 10,625.00**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
21	**MEADOWBROOK TRAX**	ADDRESS: 188 W. 3900 S.						
	Year 1	$ 275.00	$560.0000	$ 206.0000	$380.0000	$180.0000	$140.0000	
	Year 2	$280.0000	$570.0000	$ 210.0000	$390.0000	$183.0000	$142.0000	
	Year 3	$285.0000	$580.0000	$ 215.0000	$400.0000	$187.0000	$145.0000	Loca l on
	Year 4	$290.0000	$590.0000	$ 220.0000	$410.0000	$191.0000	$148.0000	Grand
	Year 5	$295.0000	$600.0000	$ 225.0000	$420.0000	$194.0000	$151.0000	Total
	Total	**$1,425.00**	**$2,900.00**	**$ 1,076.00**	**$2,000.00**	**$ 935.00**	**$ 726.00**	**$ 9,062.00**

PROPERTY NUMBER	Property Name and Location	Parking Area	Ice Melt Parking Area	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
22	**MILLCREEK**	ADDRESS: 210 W. 3300 S.						
	Year 1	$ 185.00	$560.0000	$ 130.0000	$300.0000	$144.0000	$131.0000	
	Year 2	$188.0000	$570.0000	$ 133.0000	$305.0000	$146.0000	$133.0000	
	Year 3	$192.0000	$580.0000	$ 136.0000	$310.0000	$149.0000	$136.0000	Location
	Year 4	$195.0000	$590.0000	$ 139.0000	$315.0000	$152.0000	$139.0000	Grand
	Year 5	$200.0000	$600.0000	$ 142.0000	$320.0000	$156.0000	$142.0000	Total
	Total	**$ 960.00**	**$2,900.00**	**$ 680.00**	**$1,550.00**	**$ 747.00**	**$ 681.00**	**$ 7,518.00**

PROPERTY NUMBER	Property Name and Location	Parking Area	Ice Melt Parking Area	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
23	**CENTRAL POINT**	ADDRESS: 221 W. 2100 S.						
	Year 1	$ 185.00	$420.0000	$ 130.0000	$300.0000	$192.0000	$131.0000	
	Year 2	$188.0000	$430.0000	$ 133.0000	$305.0000	$195.0000	$133.0000	
	Year 3	$192.0000	$440.0000	$ 136.0000	$310.0000	$199.0000	$136.0000	Location
	Year 4	$195.0000	$445.0000	$ 139.0000	$315.0000	$203.0000	$139.0000	Grand
	Year 5	$200.0000	$450.0000	$ 142.0000	$320.0000	$207.0000	$142.0000	Total
	Total	**$ 960.00**	**$2,185.00**	**$ 680.00**	**$1,550.00**	**$ 996.00**	**$ 681.00**	**$ 7,052.00**

PROPERTY NUMBER	Property Name and Location	Parking Area	Ice Melt Parking Area	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
24	**BALL PARK**	ADDRESS: 180 W. 1300 S.						
	Year 1	$ 295.00	$420.0000	$ 205.0000	$300.0000	$168.0000	$140.0000	
	Year 2	$300.0000	$430.0000	$ 210.0000	$305.0000	$171.0000	$142.0000	
	Year 3	$305.0000	$440.0000	$ 215.0000	$310.0000	$174.0000	$145.0000	Location
	Year 4	$310.0000	$445.0000	$ 220.0000	$315.0000	$178.0000	$149.0000	Grand
	Year 5	$315.0000	$450.0000	$ 225.0000	$320.0000	$181.0000	$152.0000	Total
	Total	**$1,525.00**	**$2,185.00**	**$ 1,075.00**	**$1,550.00**	**$ 872.00**	**$ 728.00**	**$ 7,935.00**

PROPERTY NUMBER	Property Name and Location	Parking Area	Ice Melt Parking Area	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
25	**DECKER LAKE**	ADDRESS: 3070 S. 2200 W.						
	Year 1	$ 235.00	$200.0000	$ 175.0000	$100.0000	$132.0000	$ 62.0000	
	Year 2	$239.0000	$210.0000	$ 180.0000	$105.0000	$135.0000	$ 64.0000	
	Year 3	$242.0000	$220.0000	$ 185.0000	$110.0000	$138.0000	$ 65.0000	Location
	Year 4	$245.0000	$230.0000	$ 190.0000	$115.0000	$140.0000	$ 66.0000	Grand
	Year 5	$250.0000	$240.0000	$ 195.0000	$118.0000	$142.0000	$ 67.0000	Total
	Total	**$1,211.00**	**$1,100.00**	**$ 925.00**	**$ 548.00**	**$ 687.00**	**$ 324.00**	**$ 4,795.00**

PROPERTY NUMBER	Property Name and Location	Parking Area	Ice Melt Parking Area	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
26	**P&R LOT**	ADDRESS: 39th (3900 S.) and Wasatch Blvd.						
	Year 1	$ 235.00	$1,400.000	$ 175.0000	$950.0000	$288.0000	$140.0000	
	Year 2	$239.0000	$1,420.000	$ 180.0000	$1,000.000	$294.0000	$143.0000	
	Year 3	$242.0000	$1,440.000	$ 185.0000	$1,050.000	$300.0000	$146.0000	Location
	Year 4	$245.0000	$1,460.000	$ 190.0000	$1,100.000	$305.0000	$149.0000	Grand
	Year 5	$250.0000	$1,480.000	$ 195.0000	$1,150.000	$312.0000	$152.0000	Total
	Total	**$1,211.00**	**$7,200.00**	**$ 925.00**	**$5,250.00**	**$1,499.00**	**$ 730.00**	**$ 16,815.00**

PROPERTY NUMBER	Property Name and Location	Parking Area	Ice Melt Parking Area	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
27	**BRT LOT**	ADDRESS: 5600 W. 3500 S.						
	Year 1	$ 235.00	$350.0000	$ 175.0000	$250.0000	$ 96.0000	$ 53.0000	
	Year 2	$239.0000	$360.0000	$ 180.0000	$260.0000	$ 98.0000	$ 54.0000	
	Year 3	$242.0000	$370.0000	$ 185.0000	$270.0000	$ 99.0000	$ 55.0000	Location
	Year 4	$245.0000	$380.0000	$ 190.0000	$280.0000	$101.0000	$ 56.0000	Grand
	Year 5	$250.0000	$390.0000	$ 195.0000	$290.0000	$104.0000	$ 57.0000	Total
	Total	**$1,211.00**	**$1,850.00**	**$ 925.00**	**$1,350.00**	**$ 498.00**	**$ 275.00**	**$ 6,109.00**

PROPERTY NUMBER	Property Name and Location	Parking Area	Ice Melt Parking Area	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks
	WEST VALLEY HUB	ADDRESS: 2750 W. 3590 S.					
	Year 1	$ 235.00	$350.0000	$ 175.0000	$250.0000	$240.0000	$175.0000

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28	Year 2	$239.0000	$360.0000	$ 180.0000	$260.0000	$245.0000	$179.0000	
	Year 3	$242.0000	$370.0000	$ 185.0000	$270.0000	$250.0000	$183.0000	Loca l on
	Year 4	$245.0000	$380.0000	$ 190.0000	$280.0000	$255.0000	$186.0000	Grand
	Year 5	$250.0000	$390.0000	$ 195.0000	$290.0000	$260.0000	$190.0000	Total
	Total	**$1,211.00**	**$1,850.00**	**$ 925.00**	**$1,350.00**	**$1,250.00**	**$ 913.00**	**$ 7,499.00**

Mid-Jordan Line, SECTION 3

SECTION 3 TOTAL

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
29	**DAYBREAK PKWY**	ADDRESS: 11405 S. Grandville Ave.						
	Year 1	$ 365.00	$350.0000	$ 255.0000	$250.0000	$180.0000	$140.0000	
	Year 2	$370.0000	$360.0000	$ 260.0000	$260.0000	$184.0000	$143.0000	
	Year 3	$375.0000	$370.0000	$ 265.0000	$270.0000	$188.0000	$146.0000	Loca l on
	Year 4	$380.0000	$380.0000	$ 270.0000	$280.0000	$192.0000	$149.0000	Grand
	Year 5	$385.0000	$390.0000	$ 275.0000	$290.0000	$195.0000	$152.0000	Total
	Total	**$1,875.00**	**$1,850.00**	**$ 1,325.00**	**$1,350.00**	**$ 939.00**	**$ 730.00**	**$ 8,069.00**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
30	**SOUTH JORDAN PKWY**	ADDRESS: 10605 S. Grandville Ave.						
	Year 1	$ 295.00	$350.0000	$ 205.0000	$250.0000	$ 96.0000	$ 53.0000	
	Year 2	$300.0000	$360.0000	$ 210.0000	$260.0000	$ 98.0000	$ 54.0000	
	Year 3	$303.0000	$370.0000	$ 215.0000	$270.0000	$100.0000	$ 55.0000	Loca l on
	Year 4	$307.0000	$380.0000	$ 220.0000	$280.0000	$102.0000	$ 56.0000	Grand
	Year 5	$310.0000	$390.0000	$ 225.0000	$290.0000	$104.0000	$ 57.0000	Total
	Total	**$1,515.00**	**$1,850.00**	**$ 1,075.00**	**$1,350.00**	**$ 500.00**	**$ 275.00**	**$ 6,565.00**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
31	**5600 W BINGGHAM - TRAX**	ADDRESS: 5651 W Old Bingham Hwy.						
	Year 1	$ 395.00	$680.0000	$ 275.0000	$500.0000	$216.0000	$123.0000	
	Year 2	$400.0000	$700.0000	$ 280.0000	$520.0000	$221.0000	$125.0000	
	Year 3	$405.0000	$715.0000	$ 285.0000	$540.0000	$225.0000	$128.0000	Loca l on
	Year 4	$410.0000	$725.0000	$ 290.0000	$560.0000	$230.0000	$131.0000	Grand
	Year 5	$415.0000	$735.0000	$ 295.0000	$580.0000	$234.0000	$133.0000	Total
	Total	**$2,025.00**	**$3,555.00**	**$ 1,425.00**	**$2,700.00**	**$1,126.00**	**$ 640.00**	**$ 11,471.00**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
32	**4800 W BINGGHAM - TRAX**	ADDRESS: 4773 W Old Bingham Hwy.						
	Year 1	$ 235.00	$450.0000	$ 175.0000	$300.0000	$192.0000	$210.0000	
	Year 2	$240.0000	$465.0000	$ 180.0000	$305.0000	$196.0000	$214.0000	
	Year 3	$244.0000	$480.0000	$ 185.0000	$310.0000	$200.0000	$219.0000	Loca l on
	Year 4	$248.0000	$490.0000	$ 190.0000	$315.0000	$204.0000	$223.0000	Grand
	Year 5	$252.0000	$505.0000	$ 195.0000	$320.0000	$208.0000	$228.0000	Total
	Total	**$1,219.00**	**$2,390.00**	**$ 925.00**	**$1,550.00**	**$1,000.00**	**$1,094.00**	**$ 8,178.00**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
33	**JORDAN VALLEY**	ADDRESS: 3400 W 8600 S.						
	Year 1	$ 175.00	$250.0000	$ 130.0000	$180.0000	$288.0000	$245.0000	
	Year 2	$180.0000	$260.0000	$ 133.0000	$192.0000	$294.0000	$250.0000	
	Year 3	$183.0000	$270.0000	$ 136.0000	$200.0000	$300.0000	$255.0000	Loca l on
	Year 4	$185.0000	$280.0000	$ 139.0000	$210.0000	$306.0000	$260.0000	Grand
	Year 5	$190.0000	$290.0000	$ 142.0000	$220.0000	$312.0000	$265.0000	Total
	Total	**$ 913.00**	**$1,350.00**	**$ 680.00**	**$1,002.00**	**$1,500.00**	**$1,275.00**	**$ 6,720.00**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
34	**SUGAR FACTORY**	ADDRESS: 8351 S 2700 W.						
	Year 1	$ 285.00	$300.0000	$ 205.0000	$200.0000	$240.0000	$210.0000	
	Year 2	$290.0000	$310.0000	$ 210.0000	$205.0000	$245.0000	$215.0000	
	Year 3	$295.0000	$320.0000	$ 215.0000	$210.0000	$250.0000	$219.0000	Loca l on

	Year 4	$230.0000	$330.0000	$ 220.0000	$215.0000	$255.0000	$223.0000	Grand
	Year 5	$235.0000	$340.0000	$ 225.0000	$220.0000	$260.0000	$228.0000	Total
	Total	**$1,335.00**	**$1,600.00**	**$ 1,075.00**	**$1,050.00**	**$1,250.00**	**$1,095.00**	**$ 7,405.00**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
35	**WEST JORDAN CITY CENTER**	ADDRESS: 8021 S. Redwood Road.						
	Year 1	$ 295.00	$420.0000	$ 205.0000	$300.0000	$216.0000	$210.0000	
	Year 2	$300.0000	$430.0000	$ 210.0000	$305.0000	$221.0000	$215.0000	
	Year 3	$305.0000	$440.0000	$ 215.0000	$310.0000	$225.0000	$219.0000	Loca l on
	Year 4	$310.0000	$450.0000	$ 220.0000	$315.0000	$230.0000	$223.0000	Grand
	Year 5	$315.0000	$460.0000	$ 225.0000	$320.0000	$234.0000	$228.0000	Total
	Total	**$1,525.00**	**$2,200.00**	**$ 1,075.00**	**$1,550.00**	**$1,126.00**	**$1,095.00**	**$ 8,571.00**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
36	**HISTORIC GARDNER**	ADDRESS: 1127 W 7800 S.						
	Year 1	$ 210.00	$200.0000	$ 160.0000	$150.0000	$216.0000	$157.5000	
	Year 2	$214.0000	$210.0000	$ 163.0000	$155.0000	$220.0000	$161.0000	
	Year 3	$219.0000	$220.0000	$ 166.0000	$160.0000	$225.0000	$164.0000	Loca l on
	Year 4	$223.0000	$230.0000	$ 170.0000	$170.0000	$230.0000	$168.0000	Grand
	Year 5	$227.0000	$240.0000	$ 174.0000	$175.0000	$234.0000	$171.0000	Total
	Total	**$1,093.00**	**$1,100.00**	**$ 833.00**	**$ 810.00**	**$1,125.00**	**$ 821.50**	**$ 5,782.50**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
37	**BINGHAM JUNCTION**	ADDRESS: 7387 S. Bingham Jct. Blvd.						
	Year 1	$ 285.00	$280.0000	$ 205.0000	$190.0000	$216.0000	$175.0000	
	Year 2	$290.0000	$300.0000	$ 210.0000	$200.0000	$220.0000	$179.0000	
	Year 3	$293.0000	$320.0000	$ 215.0000	$210.0000	$225.0000	$183.0000	Loca l on
	Year 4	$296.0000	$340.0000	$ 220.0000	$220.0000	$230.0000	$186.0000	Grand
	Year 5	$300.0000	$350.0000	$ 225.0000	$230.0000	$234.0000	$190.0000	Total
	Total	**$1,464.00**	**$1,590.00**	**$ 1,075.00**	**$1,050.00**	**$1,125.00**	**$ 913.00**	**$ 7,217.00**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
38	**SOUTH JORDAN GATEWAY**	ADDRESS: 10351 S. Jordan Gtwy.						
	Year 1	$ 150.00	$200.0000	$ 100.0000	$140.0000	$ 96.0000	$ 53.0000	
	Year 2	$155.0000	$205.0000	$ 105.0000	$150.0000	$ 98.0000	$ 54.0000	
	Year 3	$158.0000	$210.0000	$ 110.0000	$160.0000	$100.0000	$ 55.0000	Loca l on
	Year 4	$160.0000	$215.0000	$ 115.0000	$170.0000	$102.0000	$ 56.0000	Grand
	Year 5	$162.0000	$220.0000	$ 120.0000	$180.0000	$103.0000	$ 57.0000	Total
	Total	**$ 785.00**	**$1,050.00**	**$ 550.00**	**$ 800.00**	**$ 499.00**	**$ 275.00**	**$ 3,959.00**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
39	**DRAPER FRONTRUNNER**	ADDRESS: 12997 S. FrontRunner Blvd.						
	Year 1	$ 270.00	$560.0000	$ 206.0000	$320.0000	$192.0000	$175.0000	
	Year 2	$272.0000	$580.0000	$ 210.0000	$330.0000	$196.0000	$179.0000	
	Year 3	$276.0000	$600.0000	$ 215.0000	$340.0000	$200.0000	$183.0000	Loca l on
	Year 4	$279.0000	$620.0000	$ 220.0000	$350.0000	$204.0000	$186.0000	Grand
	Year 5	$283.0000	$640.0000	$ 225.0000	$360.0000	$208.0000	$190.0000	Total
	Total	**$1,380.00**	**$3,000.00**	**$ 1,076.00**	**$1,700.00**	**$1,000.00**	**$ 913.00**	**$ 9,069.00**

North South Line, SECTION 4 **SECTION 4 TOTAL**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
40	**PARK & RIDE LOT (9400 S DRAPER)**	ADDRESS: 9400 South 2000 E. Sandy.						
	Year 1	$ 380.00	$1,400.000	$ 265.0000	$900.0000	$305.5000	$238.0000	
	Year 2	$385.0000	$1,450.000	$ 270.0000	$950.0000	$311.6100	$242.7600	
	Year 3	$390.0000	$1,500.000	$ 275.0000	$1,000.000	$317.8400	$247.6200	Loca l on
	Year 4	$395.0000	$1,550.000	$ 280.0000	$1,050.000	$324.2000	$252.5700	Grand
	Year 5	$400.0000	$1,575.000	$ 285.0000	$1,100.000	$330.6800	$257.6200	Total

	Total	**$1,950.00**	**$7,475.00**	**$ 1,375.00**	**$5,000.00**	**$1,589.83**	**$1,238.57**	**$ 18,628.40**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
41	**DRAPER TOWN CENTER TRAX**	ADDRESS: 1131 E. Pioneer Rd.						
	Year 1	$ 320.00	$700.0000	$ 225.0000	$480.0000	$240.0000	$238.0000	Loca l on
	Year 2	$325.0000	$715.0000	$ 230.0000	$490.0000	$244.0000	$242.0000	Grand
	Year 3	$330.0000	$730.0000	$ 235.0000	$500.0000	$249.0000	$247.0000	Total
	Year 4	$335.0000	$745.0000	$ 240.0000	$510.0000	$254.0000	$252.0000	
	Year 5	$340.0000	$760.0000	$ 245.0000	$520.0000	$259.0000	$257.0000	
	Total	**$1,650.00**	**$3,650.00**	**$ 1,175.00**	**$2,500.00**	**$1,246.00**	**$1,236.00**	**$ 11,457.00**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
42	**KIMBALLS LANE**	ADDRESS: 11796 S. 700 E.						
	Year 1	$ 235.00	$700.0000	$ 175.0000	$480.0000	$235.0000	$238.0000	Loca l on
	Year 2	$240.0000	$715.0000	$ 180.0000	$490.0000	$239.7000	$242.7600	Grand
	Year 3	$245.0000	$730.0000	$ 185.0000	$500.0000	$244.4900	$247.6200	Total
	Year 4	$250.0000	$745.0000	$ 190.0000	$510.0000	$249.3800	$252.5700	
	Year 5	$255.0000	$760.0000	$ 195.0000	$520.0000	$254.3700	$257.6200	
	Total	**$1,225.00**	**$3,650.00**	**$ 925.00**	**$2,500.00**	**$1,222.94**	**$1,238.57**	**$ 10,761.51**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
43	**CRESENT VIEW**	ADDRESS: 115 E 11400 S.						
	Year 1	$ 225.00	$700.0000	$ 175.0000	$480.0000	$211.5000	$204.0000	Loca l on
	Year 2	$230.0000	$715.0000	$ 180.0000	$490.0000	$215.7300	$208.0800	Grand
	Year 3	$235.0000	$730.0000	$ 185.0000	$500.0000	$220.0400	$212.2400	Total
	Year 4	$240.0000	$745.0000	$ 190.0000	$510.0000	$224.4500	$216.4900	
	Year 5	$245.0000	$760.0000	$ 195.0000	$520.0000	$228.9300	$220.8200	
	Total	**$1,175.00**	**$3,650.00**	**$ 925.00**	**$2,500.00**	**$1,100.65**	**$1,061.63**	**$ 10,412.28**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
44	**SANDY CIVIC CNTR**	ADDRESS: 115 E 9800 S.						
	Year 1	$ 185.00	$200.0000	$ 130.0000	$135.0000	$188.0000	$153.0000	Loca l on
	Year 2	$188.0000	$205.0000	$ 133.0000	$140.0000	$191.7600	$156.0600	Grand
	Year 3	$192.0000	$210.0000	$ 136.0000	$145.0000	$195.6000	$159.1800	Total
	Year 4	$195.0000	$215.0000	$ 139.0000	$150.0000	$199.5100	$162.3600	
	Year 5	$198.0000	$220.0000	$ 142.0000	$160.0000	$203.5000	$165.6100	
	Total	**$ 958.00**	**$1,050.00**	**$ 680.00**	**$ 730.00**	**$ 978.37**	**$ 796.21**	**$ 5,192.58**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
45	**HISTORIC SANDY**	ADDRESS: 165 E. 9000 S.						
	Year 1	$ 225.00	$350.0000	$ 170.0000	$200.0000	$188.0000	$170.0000	Loca l on
	Year 2	$230.0000	$360.0000	$ 175.0000	$205.0000	$191.7600	$173.4000	Grand
	Year 3	$235.0000	$370.0000	$ 180.0000	$210.0000	$195.6000	$176.8700	Total
	Year 4	$240.0000	$380.0000	$ 185.0000	$215.0000	$199.5100	$180.4100	
	Year 5	$245.0000	$390.0000	$ 190.0000	$220.0000	$203.5000	$184.0100	
	Total	**$1,175.00**	**$1,850.00**	**$ 900.00**	**$1,050.00**	**$ 978.37**	**$ 884.69**	**$ 6,838.06**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks	
46	**MIDVALE CENTER**	ADDRESS:95 W. 7720 S.						
	Year 1	$ 325.00	$480.0000	$ 225.0000	$315.0000	$223.2500	$204.0000	Loca l on
	Year 2	$330.0000	$500.0000	$ 230.0000	$325.0000	$227.7200	$208.0800	Grand
	Year 3	$335.0000	$520.0000	$ 235.0000	$335.0000	$232.2700	$212.2400	Total
	Year 4	$340.0000	$540.0000	$ 240.0000	$345.0000	$236.9100	$216.4900	
	Year 5	$345.0000	$560.0000	$ 245.0000	$355.0000	$241.6500	$220.8200	
	Total	**$1,675.00**	**$2,600.00**	**$ 1,175.00**	**$1,675.00**	**$1,161.80**	**$1,061.63**	**$ 9,348.43**

PROPERTY NUMBER	Property Name and Loca8on	Parking Area	Ice Melt Parking Area	Parking Area Par8al Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Par8al Push	Sidewalks	Ice Melt Sidewalks

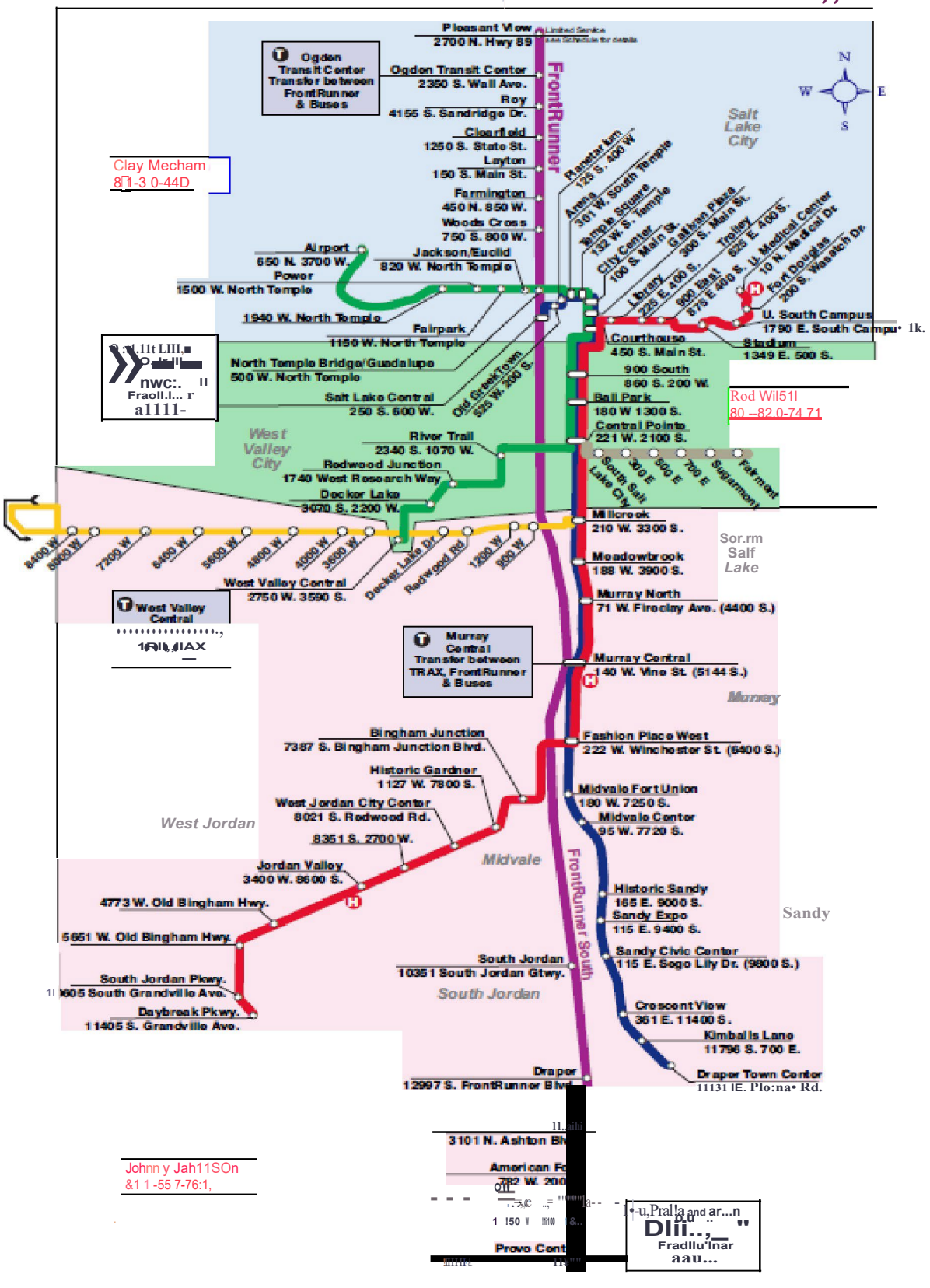
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47	**MIDVALE FORT UNION**	ADDRESS: 180 W. 7200 S.						
	Year 1	$ 350.00	$480.0000	$ 220.0000	$320.0000	$235.0000	$170.0000	
	Year 2	$355.0000	$500.0000	$ 225.0000	$330.0000	$239.7000	$173.4000	
	Year 3	$360.0000	$520.0000	$ 230.0000	$340.0000	$244.4900	$176.8700	Location
	Year 4	$365.0000	$540.0000	$ 235.0000	$350.0000	$249.3800	$180.4100	Grand
	Year 5	$370.0000	$560.0000	$ 240.0000	$360.0000	$254.3700	$184.0100	Total
	Total	**$1,800.00**	**$2,600.00**	**$ 1,150.00**	**$1,700.00**	**$1,222.94**	**$ 884.69**	**$ 9,357.63**

PROPERTY NUMBER	Property Name and Location	Parking Area	Ice Melt Parking Area	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
48	**FASHION PLACE WEST**	ADDRESS: 222 W. Winchester 6400 S.						
	Year 1	$ 310.00	$440.0000	$ 205.0000	$300.0000	$199.7500	$170.0000	
	Year 2	$315.0000	$450.0000	$ 210.0000	$305.0000	$204.3400	$173.4000	
	Year 3	$320.0000	$460.0000	$ 215.0000	$310.0000	$208.4300	$176.8700	Location
	Year 4	$325.0000	$470.0000	$ 220.0000	$315.0000	$212.6000	$180.4100	Grand
	Year 5	$330.0000	$482.0000	$ 225.0000	$320.0000	$216.8500	$184.0100	Total
	Total	**$1,600.00**	**$2,302.00**	**$ 1,075.00**	**$1,550.00**	**$1,041.97**	**$ 884.69**	**$ 8,453.66**

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TRAX, FRONTRUNNER & BRT MAP UTA



669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Cherryl Beveridge
PRESENTER(S):	Kevin Anderson, Director of Maintenance Support Guy Miner, Facility Manager

TITLE:

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

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve contract number 22-036372BCM and authorize the Executive Director to execute the contract and associated disbursements with Yard Masters to remove snow from UTA Park-n-Ride lots and OGX stations as described in the contract.

BACKGROUND:
Annual/Seasonal snow removal is critical for providing for the overall safety of our Ridership and operators.

DISCUSSION:
UTA Staff is requesting approval of contract number 22-036372BCM to provide snow removal services for UTA Lots and Park-n-Rides. The total contract value is estimated to be $250,000.00.

The scope of the five-year contract describes the areas to be cleared when accumulation is two inches or more (each clearing is referred to as a "push"). UTA understands that there will be multiple pushes per site per year, but it is unknown how many will be made in a year.It is recommended that UTA Contract number 22-036372BCM be awarded to Yard Masters at an estimated cost of $250,000.00 over 5-Year Period for Commuter Rail North and Ogden BRT, SECTION 1 (18 Locations)

This contract has been identified as PO 22036371 and Contract Number 22-036372BCM and is funded in the 2023 Facilities Operations budget.

The contract was awarded based upon the lowest price per push per year per section as identified on UTA's 22 -03637BCM bid form.

CONTRACT SUMMARY:

Contractor Name:	Yard Masters, Inc.
Contract Number:	22-036372BCM
Base Contract Effective Dates:	9 DEC 2022 - 30 NOV C 2027
Extended Contract Dates:	N/A
Existing Contract Value:	$0
Amendment Amount:	N/A
New/Total Contract Value:	Estimated $250,000.00
Procurement Method:	IFB
Budget Authority:	Local/Facilities Operations Budget

ALTERNATIVES:

There are no viable alternatives

FISCAL IMPACT:

Funds are budgeted into the Facilities Operations Budget, Contract Services.

ATTACHMENTS:

1) Contract

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INVITATION FOR BID

Cover Sheet

General Information			
Project Name	5 Year Snow Removal – Park & Ride (P&R) Lots		
Project Description	Snow Removal for various Trax, FrontRunner, and Ogden BRT Station Parking Areas and Sidewalks throughout Salt Lake County		
Approximate Budget			
Project Start Date/Length	Start December 1, 2022 / for Five Years (5yrs) Consecutive Annual Service Starting Early Fall through Early Spring (Seasonal)		
Contract Type	Service Contract – Firm Fixed Pricing		
UTA Project Manager	Johnny Johnson		
Funding Source	X Local	☐ State	☐ Federal
Procurement Process Information			
IFB No.	22-03637BCM		
Contract Administrator	Brent Miller 669 West 200 South Salt Lake City, Utah 84101 (801) 236-4754 brmiller@rideuta.com		
This procurement will be an Invitation for Bid (IFB)	Award will be made to the low Responsive and Responsible bidder.		

IFB Schedule:

A)	Issue Invitation to Bid	September 28, 2022
B)	Site Visits (Not Required) See Part 1 General Instructions for details	October 7, 2022, 2:00 pm mt
B)	Deadline to submit Questions and Request for Approved Equals or Changes to UTA	October 13, 2022, 2:00 pm mt
C)	Last day for UTA to issue addenda and clarifications	October 19, 2022
D)	**Deadline to submit bids**	**October 25, 2022, 2:00 pm mt**

Included as part of this IFB		
Part 1 – Project Specific Information		
Part 2 – Procurement Process Information		
Part 3 – Standard Solicitation Terms		

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Part 4 – Standard Contract Terms / Sample Contract		
Part 5 – Forms		
Bid Contents		
Page Limit Cover pages, table of contents, divider tabs, resumes, the Bid Sheet, and required forms do not count toward the page limit.	20 pages	
Submittal Instructions • One (1) electronic copy of the completed/signed Part 5 Declarations, Offer and Acceptance, and One (1) electronic copy of the Bid Form, each in pdf format, shall be uploaded to SciQuest on or before the deadline referenced above. See Part 3 of this IFB for further instructions.		
Required Forms To be considered responsive, Bids must include those additional forms, declarations, and certifications listed below:		
• Signed Bid Forms and Declarations		

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INVITATION FOR BIDS

Part 1 – Project information

GENERAL OVERVIEW GENERAL OVERVIEW

UTA seeks bids for a firm fixed priced contract with a term of five (5) years to provide UTA with Snow Removal Services for its various Trax, FrontRunner, and Ogden BRT Station Parking Areas and Sidewalks throughout Salt Lake County.
UTA reserves the right to award this IFB to multiple Bidders.

BID PRICE:

Bidder must use and record all pricing for services as listed on UTA's attached Bid Form. (The 22-03637BCM Bid Form) will be attached as a separate excel worksheet as part of this IFB in SciQuest). For any applicable Fees, or Surcharges, the Bidder must clearly define and provide written justification showing such cost are fair and reasonable. UTA will not accept or be responsible for or pay for any costs, charges or fees not included or identified on the 22-03637BCM Bid Form.

A Bidder's failure to follow the format specified may be considered non-responsive. All pricing must be Tax Exempt.

CONTRACT PERIOD

The required time-period for this project will five (5) years. To start December 1 2022, and last through November 31, 2027. The expectation is that the Bidder will provide all services and support necessary to fulfill all requirements set forth in this IFB for the duration of this contract period.

GENERAL INSTRUCTIONS:

1. Contractor personnel may be required to complete UTA's Roadway Protection Training to be conducted by UTA's Project Manager.
2. Area locations requiring service will be those as identified on UTA's 20-03637BCM Bid Form.
3. Site visits are not required but suggested, since area square footages (SQFT) are not available in this IFB. Site visits can be scheduled with UTA Project Manager Johnny Johnson 801-557-7637 email jjohnson@rideuta.com and shall be completed before bid submittal due date.
4. Bidder will need to obtain aerial maps and area square footages based on address locations as listed in UTA's 20-03637BCM Bid Form posted on SciQuest.
5. Partial bids are acceptable only if all area locations are bid for the given Section(s) as identified on the Bid Form. For Example: If bidding for Section 1, the Bidder must bid on All 18 locations and All categories for All five (5) years in order for the bid to be accepted or considered responsive.
6. Other UTA properties may be added upon request.
7. Safety Data Sheet (SDS). Any and all Safety Data Sheets (SDS) applicable to any item or product called for under this IFB -or- required for use on UTA property as a result of this IFB, must be submitted either with the contractor's bid, or prior to the bid opening date under a separate cover letter, for approval. No product will be delivered to UTA or used on UTA property without prior approval by UTA; no contract will be awarded without this approval. A contractor's failure to submit an SDS with their proposal may render their proposal non-responsive.

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8. **CONTRACTOR CERTIFICATION:** Contractor must provide proof of all required licensing and application and safety training and any applicable certifications required by Federal, State, County and/or local regulations applying to this service. **Copies of all certifications must be submitted prior to starting work.**
9. **CONTRACTOR LIABILITY:** Contractor will be liable and responsible for any and all damage done to light poles, vehicles, barriers and or any damage done to real property in the course of the resulting contract/order
11. **INSPECTIONS & PAYMENT AUTHORIZATION:** Invoices will not be paid for work not completed. Cameras may be used to verify work performed. Periodic physical OR camera recording inspections will be made by UTA Facilities personnel to verify that work is completed as required. Inspections will be made as determined necessary by the Facilities Manager, or his designated representative (hereinafter referred to as the "inspector"), and may be made based on the Contractor's performance throughout the contract. Inspections may be scheduled or unscheduled. Invoice payments will be at the discretion of the Facilities Manager based on each situation encountered. Performance issues and payments withheld will be fully documented and processed through the Procurement Manager

STATEMENT OF WORK (SOW)

The Contractor shall provide all tools, equipment, labor and materials necessary to provide snow removal services on the Commuter Rail (Frontrunner) Park-and-Ride lots in accordance with the following.
(Note: UTA personnel will remove snow/ice from all train platforms and platform entrance areas that directly cross the Commuter Rail Tracks & Light Rail Trax. At no time will contractor personnel cross into the track area or onto the rail right-of-way.)

1. Snow removal and de-icing will be accomplished with each snow fall where accumulation is 2 inches or more. The 2 inch rule applies at all Commuter Rail & Light Rail Parking lots and sidewalks. However, if there is not at least 2 inches of accumulation, the contractor must call the designated person in charge prior to plowing or salting to confirm that UTA agrees plowing or salting is necessary. UTA will not pay for plowing or salting at stations where less than 2 inches of snow have accumulated, based on UTA's measurements. The contractor shall be available for immediate response for 2" accumulations or upon call-out by UTA.

2. Snow removal and deicing in the parking lots will be accomplished between the hours of 8:00pm to 6:00 am unless approved by UTA's designated person in charge. The contractor will contact the UTA's designated person in charge prior to any snow removal or salting when services are required outside of the 8:00pm to 6:00 am time frame. **If UTA's designated person in charge approves plowing or salting during the hours of 6:00am to 8:00pm, contractor will reduce the fee to no more than ½ of the agreed upon rate. This is due to vehicles parked in the lots that prohibit a full plow or salting.** UTA will only allow one plow and salting at each lot per 24 hour period unless prior approval by the UTA designated person in charge. The contractor will not plow the parking lots in a fashion that does not allow UTA's passengers the ability to get out of their parking space. The contractor will plow the ADA accessible areas to allow for easy access. The contractor is responsible to monitor snowfall. Snow must be removed no later than 4 hours after that event. A snow event is 2" or more.

3. The contractor shall provide all snow and/or ice melt products and all necessary hand and power equipment necessary to maintain the parking areas and walkways. Snow/ice melt for parking lots can be ***road salt***. The contractor shall submit a Safety Data Sheet (SDS) for the snow/ice melt to be used to the UTA Purchasing Department for approval. No snow or ice melt product will be used on UTA property without prior approval. Changes in snow/ice melts products must be approved through the Purchasing Department.

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4. Safety Equipment: Crews shall wear bright colored UDOT approved safety vests while working on or around the station areas. Contractor personnel using snow removal equipment shall wear Protective footwear and safety glasses IAW with all State and Federal guidelines.

5. Sidewalks, bus waiting, and bus shelter areas require the use of hand shovels, snow blowers, or ATV plows. These areas will follow the same rule of time of service as the plowing and salting of parking lots. ***Calcium Chloride, Potassium Chloride*** or equivalent will be used on all walks areas for deicing. The contractor shall submit (SDS) for the snow/ice melt to be used to the UTA Purchasing Department for approval. No snow or ice melt product will be used on UTA property without prior approval. Changes in snow/ice melts products must be approved through the Purchasing Department. UTA will only pay for one sidewalk and bus area waiting snow and ice removal services once in a 24 hour period unless approve by the UTA designated person in charge.

6. All equipment and tools must be maintained in clean, safe operating condition. UTA reserves the right to have unsafe equipment and tools removed from the site. Removal of equipment will not relieve the contractor of his responsibility to perform the snow removal. Replacement of unsafe equipment will be at no additional cost to UTA.

7. Snow may NOT be moved to the track area. Heavy snow will be removed to an area away from all walkways and/or stacked out of the parking areas. Locations for piling snow shall be coordinated with the UTA designated person in charge.

8. UTA personnel will remove snow/ice from all train platforms and platform entrance areas that directly cross the Commuter Rail Tracks.

9. UTA reserves the right to have a designated person in charge at each platform to coordinate and determine the priority services if required. This individual will have the authority to direct work as needed.

ROADWAY WORKER PROTECTION TRAINING: Where determined necessary by UTA, all Contractor personnel shall have successfully completed the UTA Roadway Worker Protection class prior to working on or around TRAX or FrontRunner stations, rail lines and/or equipment. Training should be scheduled by contacting the Contract Program Manager. The contractor shall be responsible to provide interpreters for non-English speaking employees. All FRA guidelines will be adhered to under this procurement.

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INVITATION FOR BIDS

Part 2 – Procurement Process Information

This procurement will be an invitation for Bids (IFB). Award will be made to the low Responsive and Responsible bidder. Low bid must be determined by the bid price of the snow removal services.

UTA reserves the right to award this IFB to multiple Bidders.

Awardee(s) will be required to provide a Certificate or Insurance (COI) (i.e. Acord form)

Please use the Excel '22-03637BCM Bid Form' attached in SciQuest to record bid pricing.

Bid must be Submitted in SciQuest

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INVITATION FOR BIDS

Part 3 – Standard Terms of Solicitation

INSTRUCTIONS TO BIDDERS

1.1.1.1 Submission of Bids.

Bids must be uploaded to SciQuest by the "Bid ends" date and time listed on SciQuest. Bids uploaded after the deadline will be considered non-responsive. It is the responsibility of the Bidder to ensure that its Bid is properly uploaded by the deadline.

Log onto SciQuest at https://solutions.sciquest.com/apps/Router/SupplierLogin?CustOrg=StateOfUtah; if you have already registered, login and search by Utah Transit Authority or the RFP number.

If you need to create an account please select "Create Account" and then you can search UTA or the RFP number identified on the Cover Page. If you need assistance please email the Utah Supplier Portal Support at sciquestadmin@utah.gov. Instructions to Bidders are included in the IFB documents.

1.1.1.2 Minimum Standards.

This IFB sets forth the minimum requirements that all Bids must meet. Failure to submit Bids in accordance with this IFB will render the Bid non-responsive. UTA may waive immaterial errors in a Bid at its discretion and as permitted by applicable law.

1.1.1.3 Confidential, Protected, and Public Information

In accordance with Utah Code Section 63G-2-305(6) of the Government Records Access and Management Act (GRAMA) and UTA's Procurement Standard Operating Procedures (SOPs), Bids submitted by Bidders in response to this IFB and any accompanying documentation will not be made public until the public bid opening.

If the Bid includes information that the Bidder believes to constitute trade secret or non-public commercial or financial information protectable pursuant to UCA §§63G-6a-305(1) and 63G-6a-305(2) (collectively "Business Confidential Information"), then the Bidder Bidder must follow the procedure set forth in UCA §63G-6a-309.

Additionally, for ease of Bid evaluation, UTA requests that each Bidder also follow the steps identified below:

a) Clearly mark all Business Confidential Information as such in its Bid at the time the

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Bid is submitted and include a cover sheet stating "DOCUMENT CONTAINS BUSINESS CONFIDENTIAL INFORMATION" and identifying each section and page which has been so marked;

b) Include a statement with its Bid justifying the Bidder's determination that certain records are Business Confidential Information for each record so defined;

c) In addition to the Bid uploaded to SciQuest, upload a second copy of the Bid (as an attachment) that has all the Business Confidential Information deleted, and label such copy of the Bid "Public Copy." If a Bidder uploads a Bid containing no Business Confidential Information, no "Public Copy" need be submitted. However, any Bidder that submits a Bid containing no Business Confidential Information must so certify in a cover letter to its Bid; and

d) Defend any action seeking release of the records it believes to be Business Confidential Information and indemnify, defend, and hold harmless UTA and the State of Utah and its agents and employees from any judgments awarded against UTA and its agents and employees in favor of the party requesting the records, including any and all costs connected with that defense. This indemnification survives UTA's cancellation or termination of this procurement or award and subsequent execution of the Contract. In submitting a Bid, the Bidder agrees that this indemnification survives as long as the Business Confidential Information is in possession of UTA.

All records pertaining to this procurement will become public information after award of the Contract, unless such records are identified as, and lawfully constitute, Business Confidential Information as specified above. No liability will attach to UTA for the errant release of Business Confidential Information by UTA under any circumstances.

1.1.1.4 Submitting Questions to UTA

Questions must be submitted via the SciQuest Q&A page before the end of the Question and Answer period. UTA's answers to timely questions will be posted on the SciQuest Q&A page.

1.1.1.5 Requests for Approved Equals or Changes

Whenever a brand, manufacturer, or product name is indicated in this IFB, they are included only for the purpose of establishing identification and a general description of the item. Wherever such names appear, the term "or approved equal" is considered to follow.

Requests for Approved Equals, Changes, or other exceptions to the IFB (collectively, "Requests") must be submitted via the SciQuest Q&A page before the end of the Question and Answer period.

Any request for an approved equal or request for change of the IFB must be fully supported with technical data, test results, or other pertinent information as evidence that the substitute offered is equal or better than the IFB requirement.

UTA's responses to timely Requests will be posted to the SciQuest Q&A page.

It should be understood that specifying a brand name, components, and/or equipment in this IFB will not relieve the Bidder from its responsibility to provide the product in accordance with the performance warranty and contractual requirements. The Bidder shall notify UTA of any inappropriate brand name,

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component, and/or equipment that may be called for in this IFB and shall propose a suitable substitute for consideration.

UTA retains the discretion to withhold approval for one of more requested equals if the magnitude of requested approvals exceeds UTA's available resources to allow for adequate evaluation in support of a timely procurement.

1.1.1.6 Addenda to the Invitation for Bids

UTA reserves the right to make changes to the IFB, by issuing a written addendum to the IFB or through its responses to questions posted on the SciQuest Q&A page.

1.1.1.7 Multiple or Alternative Bids

Submission of multiple or alternative Bids, except as specifically called for in the IFB, may render all such Bids non-responsive and may cause the rejection of some or all of such Bids.

1.1.1.8 Withdrawal of Bids

A Bidder may withdraw its Bid from SciQuest before the Bid due date without prejudice to itself.

1.1.1.9 Cost of Bids

UTA is not liable for any costs incurred by Bidders in the preparation of Bids submitted in response to this IFB.

1.1.1.10 Examination of Invitation for Bids

The submission of a Bid constitutes an acknowledgment upon which UTA may rely that the Bidder: (i) has thoroughly examined and is familiar with the IFB, including the contractual terms in Part 4, (ii) is familiar with any work site identified in the IFB, and (iii) has reviewed and inspected all applicable statutes, regulations, ordinances, and resolutions addressing or relating to the goods and services to be provided hereunder. The failure or neglect of a Bidder to receive or examine such documents, work sites, statutes, regulations, ordinances, or resolutions will in no way relieve the Bidder from any obligations with respect to the Bidder's Bid or to any contract awarded pursuant to this IFB. No reduction or modification in the Bidder's obligations will be allowed based upon a lack of knowledge or misunderstanding of this IFB, work sites, statutes, regulations, ordinances, or resolutions. Minor clarifications and/or tailoring of terms and conditions shall be considered.

1.1.1.11 Firm Offer

Unless otherwise stated in this IFB, submission of a Bid constitutes an offer to provide the goods or services described in the IFB, for the price set forth in the Bid. Such offer must be good and firm for a period of ninety (90) days after the Deadline to Submit Bids.

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1.1.1.12 Disclosure of Organizational Conflict of Interest

An organizational conflict of interest means that because of other activities, relationships, or contracts, the Bidder is unable, or potentially unable, to render impartial assistance or advice to UTA; a Bidder's objectivity in performing the work identified in this IFB is or might be otherwise impaired; or a Bidder has an unfair competitive advantage. If a Bidder believes that it has, or may have, a real or perceived organizational conflict of interest, it must disclose such real or perceived organizational conflict of interest in its Bid, and describe the measures taken by the Bidder to mitigate such conflict. UTA will review such information and, in its sole discretion, determine whether a real or perceived organizational conflict of interest exists, and whether such conflict warrants disqualification of the Bidder, or may be mitigated by taking further measures.

1.1.1.13 No Collusion

By submitting a Bid, the Bidder represents and warrants that its Bid is genuine and not a sham, and that the Bidder has not colluded with any other parties regarding this procurement process. If UTA learns that the Bid is not genuine, or that the Bidder did collude with other parties, or engaged in any anti-competitive or fraudulent practices in connection with this procurement process, UTA may immediately terminate any resulting contract and seek any remedies available in equity or at law.

1.1.1.14 Federal Requirements. (if applicable)

If federal funds are being used to finance this project, the Contractor shall also comply with the additional applicable federal terms and conditions listed in Part 6a and submit all applicable certifications, forms and reports listed in Part 6b.

a. UTA eComply Solutions. In addition, where federal funds are being used, the Bidder/Bidder shall submit required labor and subcontractor information to UTA through following portal: https://uta.ecomply.us. The information provided shall include the following:

- Set up and maintain contractor login for all persons inputting information in the system
- Description of payments received from UTA and payments made to subcontractors of all tiers including amounts and confirmation of payment
- All certified payroll must be input into eComply Solutions which may be accomplished either through direct input or importation from the contractor's accounting system.
- All subcontract award amounts, date signed, and change orders
- Certified payroll information shall be uploaded on a weekly basis; all other information shall be uploaded or input no less than monthly.

The Contractor shall include this clause in all subcontracts and manage and monitor compliance of all subcontractors within the UTA eComply system

SELECTION PROCESS

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1.1.1.15 Public Opening

This is an IFB and, as such, the Bids submitted in response to this IFB will be subject to a public opening.

1.1.1.16 UTA's Procurement Options

Based on submitted information, UTA may do or take any of the following actions, without limitation:

- Award the contract to the lowest responsive and responsible Bidder who meets the criteria set forth in this IFB.
- Amend and reissue the IFB in order to clarify and correct.
- Cancel the invitation for bids without awarding a contract.

1.1.1.17 Responsiveness

Bids that are conditional, that attempt to modify the IFB requirements, that contain additional terms or conditions, or that fail to conform to the requirements or specifications of the IFB may be considered non-responsive. Notwithstanding, minor clarifications/tailoring to terms and conditions may be considered.

1.1.1.18 Responsibility

UTA will not select a Bidder who is deemed by UTA, in its sole discretion, to lack the ability or responsibility to perform successfully under the terms of the contract. Such determination of responsibility may encompass management, technical, legal, and financial matters.

1.1.1.19 Checking References.

The Utah Transit Authority reserves the right to contact any reference specifically named by the Bidder in its Bid or any other additional references as deemed appropriate by UTA, including references suggested by the Bidder's named references or references known to UTA through its own knowledge of the transportation industry.

1.1.1.20 Requests for Clarification

The Bidder shall provide accurate and complete information to UTA. If information is incomplete, appears to include a clerical error, or is otherwise unclear, UTA may either (i) declare the Bid non-responsive, (ii) evaluate the Bid as submitted, or (iii) issue a Request for Clarifications to the Bidder stating the information needed and a date and time by which the information must be provided. If the Bidder does not respond to the Request for Clarifications in a timely manner, or if the Bidder's response is deemed to be insufficient by UTA, in its sole discretion, then UTA may declare the Bid non-responsive.

All requests for Clarification will be in writing via E-mail, responses submitted as per the instructions contained in the request for Clarification. Responses must be limited to answering the specific information requested by UTA.

PROTESTS

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Protests are governed by the Utah Procurement Code, Utah Code Ann. § 63G-6a-1601 et seq. To be valid, a protest must be in writing and be filed with UTA within the time frames set forth in Utah Code Ann. § 63G-6a-1602. A protest will be deemed to be filed pursuant to these procedures when actually received by the designated recipient by delivery via email to protests@rideuta.com.

All protests must include:

- The name and address, and email address of the protester.
- The appropriate contact person for the protester, to whom all protest correspondence shall be addressed;
- The solicitation or project number; and
- A detailed statement as to the nature of the protest including, without limitation: (i) the alleged facts and evidence giving rise to the protestor to claim that it has been aggrieved; (ii) the protestor's standing to protest; and (iii) the legal grounds upon which the protest is based.

The Procurement Officer shall make a written determination regarding the protest. An unfavorable determination of the UTA Procurement Officer is eligible for administrative reconsideration by a panel determined by the Chair of the UTA Board of Trustees. A notice of appeal must be delivered by the Protestor within five (5) calendar days of the date of the Procurement Officer's decision. A notice of appeal addressed as follows:

Chair, UTA Board of Trustees

c/o Utah Transit Authority

669 West 200 South

Salt Lake City, Utah 84101

Attn: Board Coordinator

CONTAINS TIME-SENSITIVE PROTEST MATERIALS

Any further appeal may only be made pursuant to Utah Code Ann. § 63G-6a-1801 *et seq*. A protesting entity must exhaust administrative appeals prior to filing a judicial appeal pursuant to Utah Code Ann. § 63G-6a-1801 *et seq*.

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INVITATION FOR BIDS

Part 4 – Contract Terms

"Vendor" as used in these UTA Standard Terms and Conditions means the party contracting with Utah Transit Authority ("UTA") to provide Goods and/or Services to UTA. The terms "Goods" and "Services" are intended to have their broadest meanings. "Goods" includes any equipment, parts, materials, supplies, project deliverables, and work product supplied by Vendor in accordance with the solicitation documents ("Solicitation Documents") to which these UTA Standard Terms and Conditions are attached. "Services" includes labor, professional services, and any manual, technical and other human resources provided in the fulfillment of the Solicitation Documents, including those specified in the Solicitation Documents and any additional Services incidental to the furnishing of Goods.

1. **JURISDICTION, CHOICE OF LAW, AND VENUE:** Utah law governs this transaction. The parties shall submit to the jurisdiction of the courts of the State of Utah for any dispute arising out of the Solicitation Documents and the contract (the "Contract") resulting from UTA's acceptance and counter-execution of a bid/Bid form submitted by the Vendor pursuant to the Solicitation Documents. Venue is in Salt Lake City, in the Third Judicial District Court for Salt Lake County.
2. **LAWS AND REGULATIONS:** Vendor and any and all Goods and/or Services furnished under the Contract will comply fully with all applicable Federal and State laws and regulations, including those related to safety and environmental protection. Vendor shall also comply with all applicable licensure and certification requirements.
3. **RECORDS ADMINISTRATION:** Vendor shall maintain all records necessary to properly account for the payments made to Vendor for costs authorized by the Contract. Vendor shall retain those records for at least six years after the Contract is fully performed or terminated, or until all audits initiated within the six-year period have been completed (whichever is later). Vendor shall allow UTA, State, and Federal auditors, and UTA agency staff, access to all the records relating to the Contract, for audit, inspection, and monitoring of Goods and/or Services. Such access must be during normal business hours, or by appointment.
4. **CONFLICT OF INTEREST:** Vendor represents that it has not offered or given any gift or compensation prohibited by the laws of the State of Utah to any officer or employee of UTA to secure favorable treatment with respect to being awarded the Contract.
5. **INDEPENDENT CONTRACTOR:** Vendor is an independent contractor. As such, Vendor has no authorization, express or implied, to bind UTA to any agreements, settlements, liability or understanding whatsoever. Vendor shall not perform any acts as agent for UTA, except as expressly set forth in the Contract. Compensation stated in the Contract is the total amount payable to Vendor by UTA. Vendor is responsible for the payment of all income tax and social security tax due as a result of payments received from UTA for the Goods and/or Services. Persons employed by UTA and acting under the direction of UTA will not be deemed to be employees or agents of Vendor.
6. **STANDARD OF CARE.** Vendor shall perform any Services to be provided under the Contract in a good and workmanlike manner, using at least that standard of care, skill and judgment which can

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reasonably be expected from similarly situated independent contractors (including, as applicable, professional standards of care).

7. **SALES TAX EXEMPTION:** The Goods and/or Services purchased by UTA under the Contract are exempt from sales and use tax.

8. **DELIVERY:** Unless otherwise specified in the Contract, all Goods will be delivered FOB to the destination designated by UTA in the Solicitation Documents. Vendor shall be responsible for delivery costs and all risk of loss shall remain with Vendor until such time as the Goods are received by UTA, its agent or consignee, regardless of whether UTA has made full payment for the Goods. Vendor shall deliver all Goods to UTA and perform all Services no later than the date(s) indicated in the Solicitation Documents. If Vendor fails to make delivery of any part of the Goods or fails to perform any portion of the Services on the date(s) indicated, UTA may terminate and pursue other remedies.

9. **INSPECTIONS:** Goods furnished under the Contract will be subject to inspection and testing by UTA at times and places determined by UTA. If UTA finds Goods furnished to be incomplete or not in compliance with applicable specifications and standards, UTA may reject the Goods and require Vendor to either correct them without charge or deliver them at a reduced price which is equitable under the circumstances. If Vendor is unable or refuses to correct such Goods within a time deemed reasonable by UTA, then UTA may cancel the order in whole or in part. Nothing in this paragraph will adversely affect UTA's rights including the rights and remedies associated with revocation of acceptance under the Uniform Commercial Code.

10. **INVOICING AND PAYMENT:**
    - **a.** Contractor shall invoice UTA after delivery of all Goods and satisfactory performance of all Services. Contractor shall submit invoices to ap@rideuta.com for processing and payment. In order to timely process invoices, Contractor shall include the following information on each invoice:
        i. Contractor Name
        ii. Unique Invoice Number
        iii. PO Number
        iv. Invoice Date
        v. Detailed Description of Charges
        vi. Total Dollar Amount Due
    - **b.** UTA shall have the right to disapprove (and withhold from payment) specific line items of each invoice to address non-conforming Goods or Services. Approval by UTA shall not be unreasonably withheld. UTA shall also have the right to offset (against payments) amounts reasonably reflecting the value of any claim which UTA has against Contractor under the Contract. Payment for all invoice amounts not specifically disapproved or offset by UTA shall be provided to Contractor within thirty (30) calendar days of invoice submittal.

11. **WARRANTY:** Vendor warrants all Goods (including hardware, firmware, and/or software products that it licenses) provided to UTA under the Contract for a period of one year, unless otherwise specified and mutually agreed upon elsewhere in the Contract. Vendor (seller) acknowledges that all warranties granted to the buyer by the Uniform Commercial Code of the State of Utah apply to the Contract. Product liability disclaimers and/or warranty disclaimers from the seller are not applicable to the Contract unless otherwise specified and mutually agreed upon elsewhere in the Contract. In general, Vendor warrants that: (1) the Good will do what the salesperson said it would do, (2) the

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Good will live up to all specific claims that the manufacturer makes in their advertisements, (3) the Goods will be suitable for the ordinary purposes for which such items are used, (4) the Goods will be suitable for any special purposes that UTA has relied on Vendor's skill or judgment to consider when it advised UTA about the Good, (5) the Goods have been properly designed and manufactured, and (6) the Goods are free of significant defects or unusual problems about which UTA has not been warned. Nothing in this warranty will be construed to limit any rights or remedies UTA may otherwise have under the Contract.

12. **INDEMNIFICATION:** Vendor shall release, protect, defend, indemnify and hold UTA and its trustees, officers, and employees, harmless from and against any damage, cost or liability, including reasonable attorney's fees for any or all injuries to persons, property or claims for money damages arising from the willful misconduct or the negligent acts or omissions of Vendor, its subcontractors and suppliers, and their respective employees and agents, except to the extent caused by the negligent acts or omissions of UTA.

13. **INSURANCE REQUIREMENTS**

The insurance requirements herein are minimum requirements for this Contract and in no way limit the indemnity covenants contained in this Contract. The Utah Transit Authority in no way warrants that the minimum limits contained herein are sufficient to protect the Contractor from liabilities that might arise out of the performance of the work under this contract by the Contractor , his agents, representatives, employees or subcontractor s and Contractor is free to purchase additional insurance as may be determined necessary.

A. MINIMUM SCOPE AND LIMITS OF INSURANCE: Contractor shall provide coverage with limits of liability not less than those Stated below. An excess liability policy or umbrella liability policy may be used to meet the minimum liability requirements provided that the coverage is written on a "following form" basis.
   1. Commercial General Liability – Occurrence Form

Policy shall include bodily injury, property damage and broad form contractual liability coverage.

- General Aggregate $4,000,000
- Products – Completed Operations Aggregate $1,000,000
- Personal and Advertising Injury $1,000,000
- Each Occurrence $2,000,000

   a. The policy shall be endorsed to include the following additional insured language: "The Utah Transit Authority shall be named as an additional insured with respect to liability arising out of the activities performed by, or on behalf of the Contractor ".
   b. The policy must also contain the following endorsement, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE: "Contractual Liability Railroads" ISO from CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing "Utah Transit Authority Property" as the Designated Job Site

   2. Automobile Liability

Bodily Injury and Property Damage for any owned, hired, and non-owned vehicles used in the performance of this Contract.

Combined Single Limit (CSL) $2,000,000

   a. The policy shall be endorsed to include the following additional insured language: "The Utah Transit Authority shall be named as an additional insured with respect to liability arising out of the activities performed by, or on behalf of the Contractor , including automobiles owned,

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leased, hired or borrowed by the Contractor ".

3. Worker's Compensation and Employers' Liability

Workers' Compensation	Statutory
Employers' Liability	
Each Accident	$100,000
Disease – Each Employee	$100,000
Disease – Policy Limit	$500,000

a. Policy shall contain a waiver of subrogation against the Utah Transit Authority.

b. This requirement shall not apply when a Contractor or subcontractor is exempt under UCA, AND when such Contractor or subcontractor executes the appropriate waiver form.

B. ADDITIONAL INSURANCE REQUIREMENTS: The policies shall include, or be endorsed to include the following provisions:

1. On insurance policies where the Utah Transit Authority is named as an additional insured, the Utah Transit Authority shall be an additional insured to the full limits of liability purchased by the Contractor . Insurance limits indicated in this agreement are minimum limits. Larger limits may be indicated after the Contractor 's assessment of the exposure for this contract; for their own protection and the protection of UTA.
2. The Contractor 's insurance coverage shall be primary insurance and non-contributory with respect to all other available sources.

3. Contractor and their insurers shall endorse the required insurance policy(ies) to waive their right of subrogation against UTA. Contractor 's insurance shall be primary with respect to any insurance carried by UTA. Contractor will furnish UTA at least thirty (30) days advance written notice of any cancellation or non-renewal of any required coverage that is not replaced.

C. NOTICE OF CANCELLATION: Each insurance policy required by the insurance provisions of this Contract shall provide the required coverage and shall not be suspended, voided, or canceled except after thirty (30) days prior written notice has been given to the Utah Transit Authority, except when cancellation is for non-payment of premium, then ten (10) days prior notice may be given. Such notice shall be sent directly to (Utah Transit Authority agency Representative's Name & Address).

D. ACCEPTABILITY OF INSURERS: Insurance is to be placed with insurers duly licensed or authorized to do business in the State and with an "A.M. Best" rating of not less than A-VII. The Utah Transit Authority in no way warrants that the above-required minimum insurer rating is sufficient to protect the Contractor from potential insurer insolvency.

E. VERIFICATION OF COVERAGE: Contractor shall furnish the Utah Transit Authority with certificates of insurance (on standard ACORD form) as required by this Contract. The certificates for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf.
All certificates and any required endorsements are to be sent to UTA Contract Administer and utahta@Ebix.com and approved before work commences. Each insurance policy required by this Contract must be in effect at or prior to commencement of work under this Contract and remain in effect for the duration of the project. Failure to maintain the insurance policies as required by this Contract or to provide evidence of renewal is a material breach of contract.

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All certificates required by this Contract shall be emailed directly to Contract Administrator and EBIX insurance. The Utah Transit Authority project/contract number and project description shall be noted on the certificate of insurance. The Utah Transit Authority reserves the right to require complete, certified copies of all insurance policies required by this Contract at any time. DO NOT SEND CERTIFICATES OF INSURANCE TO THE UTAH TRANSIT AUTHORITY'S CLAIMS AND INSURANCE DEPARTMENT.

F. SUBCONTRACTOR S: Contractor s' certificate(s) shall include all subcontractor s as additional insureds under its policies or subcontractor s shall maintain separate insurance as determined by the Contractor , however, subcontractor 's limits of liability shall not be less than $1,000,000 per occurrence / $2,000,000 aggregate. Sub-Contractor s maintaining separate insurance shall name Utah Transit Authority as an additional insured on their policy. Blanket additional insured endorsements are not acceptable from sub-Contractor s. Utah Transit Authority must be scheduled as an additional insured on any sub-Contractor policies.

G. APPROVAL: Any modification or variation from the insurance requirements in this Contract shall be made by Claims and Insurance Department or the Office of General Counsel, whose decision shall be final. Such action will not require a formal Contract amendment but may be made by administrative action.

14. **TERMINATION FOR COVENIENCE:** UTA may terminate the contract, in whole or in part, at any time by written notice to the Contractor when it is in UTA's best interest. UTA shall pay Contractor its costs, including contract close-out costs, and profit on work performed up to the time of termination. To be paid those costs, the Contractor must promptly submit its termination claim to UTA. If the Contractor has any property in its possession belonging to the UTA, the Contractor shall account for the same, and dispose or deliver it in the manner the UTA directs.
15. **DEFAULT:** If Vendor: (a) becomes insolvent; (b) files a petition under any chapter of the bankruptcy laws or is the subject of an involuntary petition; (c) makes a general assignment for the benefit of its creditors; (d) has a receiver appointed; (e) should fail to make prompt payment to any subcontractors or suppliers; or (f) fails to comply with any of its material obligations under the Contract, UTA may, at its option either cure the default at Vendor's expense or terminate the Contract after first giving Vendor five (5) days written notice to cure such default. Immediately after such termination, UTA may: (i) take possession of the Goods wherever they may be located and in whatever state of completion they may be together with all drawings and other information necessary to enable UTA to have the Items completed, installed, operated, maintained and/or repaired; (ii) pay to Vendor any amount then due under the Contract after taking full credit for any offsets to which UTA may be entitled; (iii) contract with or employ any other party or parties to finish the Items; and (iv) collect from Vendor any additional expense, losses or damage which UTA may suffer.
16. **PATENTS, COPYRIGHTS, ETC:** Vendor will defend, indemnify and hold UTA, its officers, agents and employees harmless from liability of any kind or nature, arising from Vendor's use of any copyrighted or un-copyrighted composition, trade secret, patented or un-patented invention, article or appliance furnished or used in the performance of the Contract.
17. **ENVIRONMENTAL RESPONSIBILITY:** UTA is ISO 14001 Environmental Management System (EMS) certified. Vendor acknowledges that its Goods and/or Services might affect UTA's ability to maintain the obligation of the EMS. A partial list of activities, products or Services deemed as have a potential EMS effect is available at the UTA website www.rideuta.com. Upon request by UTA, Vendor shall complete and return a *Contractor Activity Checklist*. If UTA determines that the Goods and/or Services

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under the Contract has the potential to impact the environment, UTA may require Vendor to submit additional environmental documents. Vendor shall provide one set of the appropriate safety data sheet(s) (SDS) and container label(s) upon delivery of a hazardous material to UTA.

18. **PUBLIC INFORMATION:** Vendor acknowledges that the Contract and related materials (invoices, orders, etc.) will be public documents under the Utah Government Records Access and Management Act (GRAMA). Vendor's response to the solicitation for the Contract will also be a public document subject to GRAMA, except for legitimate trade secrets, so long as such trade secrets were properly designated in accordance with terms of the solicitation.

19. **SEVERABILITY:** If any provision of the Contract is declared by a court to be illegal or in conflict with any law, the validity of the remaining terms and provisions will not be affected; and the rights and obligations of the parties will be construed and enforced as if the Contract did not contain the particular provision held to be invalid.

20. **WRITTEN AMENDMENTS:** The Contract may be amended, modified, or supplemented only by written amendment to the Contract, executed by authorized persons of the parties hereto.

21. **ASSIGNMENT:** Vendor shall not assign, sell, or transfer any interest in the Contract without the express written consent of UTA.

22. **FORCE MAJEURE:** Neither party to the Contract will be held responsible for delay or default caused by fire, riot, acts of God and/or war which are beyond that party's reasonable control. UTA may terminate the Contract after determining such delay or default will reasonably prevent successful performance of the Contract.

23. **UTAH ANTIDISCRIMINATION ACT**:

    Offeror hereby declares that it is and will remain fully compliant with the provisions of the Utah Anti-discrimination Act (UTAH CODE §§ 34A-5-101 TO 34A-5-108) and the equivalent anti-discrimination laws of its State of incorporation and/or headquarters location. Under the Act, an employer may not refuse to hire, promote, discharge, demote, or terminate a person, or to retaliate against, harass, or discriminate in matters of compensation or in terms, privileges, and conditions of employment against a person otherwise qualified, because of: race, color, sex, pregnancy, childbirth, or pregnancy-related conditions; age, if the individual is 40 years of age or older; religion; national origin; disability; sexual orientation; or gender identity.

    In addition to avoiding discriminatory employment practices as described above, Offeror also declares that all goods and services it provides to UTA are useable and accessible by individuals with disabilities as described in Title II of the American with Disabilities Act and also Section III (H) of UTA Policy 6.1.1 which states that programs, services, and facilities procured by UTA will be accessible to and useable by individuals with disabilities. Offeror further certifies that any digital software, tool, program or web application must meet the most recent version of the Web Content Accessibility Guidelines (WCAG) found at https://www.w3.org/TR/WCAG21. To the extent Offeror is providing transportation services, vehicles or facilities it also declares that it is in compliance with Department of Transportation (DOT) ADA standards found at 49 CFR Parts 27, 37, 38, and 39.

24. **UTAH ANTI-BOYCOTT OF ISRAEL ACT:** Contractor agrees it will not engage in a boycott of the State of Israel for the duration of this contract.

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25. **WAIVER:** Any waiver by a party of any breach of any kind or character whatsoever by the other party, whether such be direct or implied, will not be a continuing waiver of or consent to any subsequent breach of the Contract.

26. **ENTIRE AGREEMENT:** The Contract (including parts of the Contract incorporated by reference) constitutes the entire agreement between the parties with respect to the subject matter, and supersedes any and all other prior and contemporaneous agreements and understandings between the parties, whether oral or written. The terms of the Contract supersede any additional or conflicting terms or provisions that may be preprinted on Vendor's work plans, cost estimate forms, receiving tickets, invoices, or any other related standard forms or documents of Vendor that may subsequently be used to implement, record, or invoice Goods and/or Services hereunder from time to time, even if such standard forms or documents have been signed or initialed by a representative of UTA. The terms of the Contract prevail in any dispute between the terms of the Contract and the terms printed on any such standard forms or documents, and such standard forms or documents will not be considered written amendments of the Contract.

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UTA

INVITATION FOR BIDS

Part 5 – Declarations, Offer, and Conflict of Interest Form

A. BID DECLARATIONS

This Bid is submitted upon the following declarations:

1. Neither I nor, to the best of my knowledge, none of the members of my firm, corporation, or JV have either directly or indirectly entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive proposing in connection with this Bid.

2. Neither I nor, to the best of my knowledge, none of the members of my firm, corporation, or JV have given, offered, or promised to give any compensation, gratuity, contribution, loan or reward to any person administering, conducting, or making decisions regarding this procurement process.

3. I certify that the named Bidder has registered and is participating in the Status Verification System in accordance with Utah Code Ann. § 63G-12-302.

4. I acknowledge receipt of the following addenda to this IFB:

   Addendum No.___ Date_____
   Addendum No.___ Date_____
   Addendum No.___ Date_____
   Addendum No.___ Date_____

   Failure to acknowledge receipt of all addenda may cause the Bid to be rejected as non-responsive.

5. Further, this Bid is submitted upon the declaration that I have reviewed the terms and conditions of the IFB, including the Standard Contract Terms, and accept all the terms and conditions stated therein.

The undersigned is authorized to make the foregoing declarations, acknowledgements, and certifications set forth above.

YARD MASTERS, INC
(Contractor's Name)

Bryce B. Wade
(Signature)

BRYCE B WADE
(Print Name)

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B. CONTRACTOR'S OFFER

By signing below, the Contractor makes a firm offer to deliver all supplies and/or perform all services or construction as set forth in the IFB (including any amendments), for the price set forth on Contractor's Bid Sheet Form. Contractor accepts all UTA terms and conditions included with the IFB and acknowledges that any conflicting terms and conditions contained in the Contractor's bid or Bid shall be considered null and void. **By signing below, This Contractor's Offer creates a binding Contract, which consists of the IFB Statement of Work or Services, UTA Standard terms and conditions, the UTA IFB terms and conditions, FTA terms and conditions referenced in the IFB, and the Contractor's Bid or Bid, in that order of precedence.**

Signature must be by an officer of your company authorized to bind your company in contractual matters.

YARD MASTERS, INC.
(Contractor's Name)

Bryce B. Wade
(Signature)

3644 W. PIONEER ROAD, OGDEN, UT 84404
(Contractor's Address)

BRYCE B. WADE
(Print Name)

801.732.1200
(Contractor's Phone Number)

COO
(Title)

bryce@yardmasters.com
(Contractor's Email Address)

10-25-22
(Date)

20-4170895
(Contractor's EIN)

C. UTA'S ACCEPTANCE and BINDING CONTRACT

By signing below, UTA accepts Contractor's offer. This acceptance creates a binding Contract, which consists of the IFB Statement of Work or Services, UTA Standard terms and conditions, the UTA IFB terms and conditions, FTA terms and conditions referenced in the IFB, and the Contractor's Bid or Bid, in that order of precedence.

The effective date of the Contract is the date of the last signature on this page.

_____ Date _____
Cherry Beveridge / (Chief Operating Officer)

_____ Date _____
Jay Fox / (Executive Director)

_____ Date _____
Keven Anderson (Director of Maintenance Support)

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Date 11/4/2022
Mike Bell / (UTA Legal)

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BID FORM

PRICING IS BASED ON PER PUSH PER YEAR PER SECITON

22-03637BCM BID FROM
Five (5) Year Period (December 1, 2022 - November 31, 2027)

Commuter Rail North and Ogden BRT, SECTION 1 — **SECTION 1 TOTAL** $ **24,108.00**

PROPERTY NUMBER	Property Name and Location	Parking Area	Ice Melt Parking Area	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
1	**FLHQ**	ADDRESS: 669 W. 200 S.						
	Year 1	$ 295.00	$ 215.00	$ 221.00	$ 161.00	$ 160.00	$ 75.00	
	Year 2	$ 304.00	$ 221.00	$ 228.00	$ 166.00	$ 165.00	$ 78.00	
	Year 3	$ 313.00	$ 228.00	$ 234.00	$ 171.00	$ 170.00	$ 80.00	Location
	Year 4	$ 322.00	$ 235.00	$ 242.00	$ 176.00	$ 175.00	$ 82.00	Grand
	Year 5	$ 332.00	$ 242.00	$ 249.00	$ 181.00	$ 180.00	$ 85.00	Total
	Total	**$ 1,566.00**	**$ 1,141.00**	**$ 1,174.00**	**$ 855.00**	**$ 850.00**	**$ 400.00**	**$ 5,986.00**

PROPERTY NUMBER	Property Name and Location	Parking Area	Ice Melt Parking Area	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
2	**CNG ISLAND**	ADDRESS: 669 W. 200 S.						
	Year 1	$ 175.00	$ 121.00	$ 131.00	$ 91.00	NA	NA	
	Year 2	$ 180.00	$ 125.00	$ 135.00	$ 94.00	NA	NA	
	Year 3	$ 186.00	$ 128.00	$ 139.00	$ 97.00	NA	NA	Location
	Year 4	$ 191.00	$ 132.00	$ 143.00	$ 100.00	NA	NA	Grand
	Year 5	$ 197.00	$ 136.00	$ 148.00	$ 103.00	NA	NA	Total
	Total	**$ 929.00**	**$ 642.00**	**$ 696.00**	**$ 485.00**	**$ -**	**$ -**	**$ 2,752.00**

PROPERTY NUMBER	Property Name and Location	Parking Area	Ice Melt Parking Area	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
3	**SLC HUB**	ADDRESS: 600 W. 200 S.						
	Year 1	$ 298.00	$ 280.00	$ 224.00	$ 210.00	NA	NA	
	Year 2	$ 307.00	$ 289.00	$ 231.00	$ 216.00	NA	NA	
	Year 3	$ 316.00	$ 297.00	$ 238.00	$ 223.00	NA	NA	Location
	Year 4	$ 326.00	$ 306.00	$ 245.00	$ 230.00	NA	NA	Grand
	Year 5	$ 336.00	$ 316.00	$ 253.00	$ 237.00	NA	NA	Total
	Total	**$ 1,583.00**	**$ 1,488.00**	**$ 1,191.00**	**$ 1,116.00**	**$ -**	**$ -**	**$ 5,378.00**

PARKING AREAS







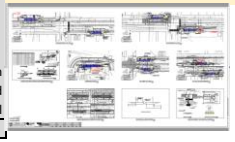
SIDEWAKS



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PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
	Ogden BRT Ogden Central	ADDRESS: 2393 S. Wall Ave.						
	Year 1	$ 80.00	$ 80.00	NA	NA	NA	NA	
	Year 2	$ 83.00	$ 83.00	NA	NA	NA	NA	
4	Year 3	$ 86.00	$ 86.00	NA	NA	NA	NA	Location
	Year 4	$ 88.00	$ 88.00	NA	NA	NA	NA	Grand
	Year 5	$ 91.00	$ 91.00	NA	NA	NA	NA	Total
	Total	**$ 428.00**	**$ 428.00**	$ -	$ -	$ -	$ -	**$ 856.00**

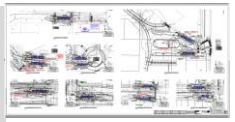
Drawing Aids below for UTA Ogden BRT (OGX) Platform Locations (Property Numbers 4 thruogh 18) There are no Parking Areas or Sidewalks, only Platforms



Property#s 4-18 are New Sites (No Aerial Maps Available) Aprox Total Square-Footages (SF) for Ogden BRT (OGX) Platforms

1950 SF

PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
	Ogden BRT Kiesel Avenue	ADDRESS:348 E. 23rd						
	Year 1	$ 80.00	$ 80.00	NA	NA	NA	NA	
	Year 2	$ 83.00	$ 83.00	NA	NA	NA	NA	
5	Year 3	$ 86.00	$ 86.00	NA	NA	NA	NA	Location
	Year 4	$ 88.00	$ 88.00	NA	NA	NA	NA	Grand
	Year 5	$ 91.00	$ 91.00	NA	NA	NA	NA	Total
	Total	**$ 428.00**	**$ 428.00**	$ -	$ -	$ -	$ -	**$ 856.00**



992 SF (InBound) + 1220 SF (OutBound)

PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
	Ogden BRT Washington Blvd (Si	ADDRESS: 2462 S. Washington						
	Year 1	$ 80.00	$ 80.00	NA	NA	NA	NA	
	Year 2	$ 83.00	$ 83.00	NA	NA	NA	NA	
6	Year 3	$ 86.00	$ 86.00	NA	NA	NA	NA	Location
	Year 4	$ 88.00	$ 88.00	NA	NA	NA	NA	Grand
	Year 5	$ 91.00	$ 91.00	NA	NA	NA	NA	Total
	Total	**$ 428.00**	**$ 428.00**	$ -	$ -	$ -	$ -	**$ 856.00**

882 SF (InBound) + 1046 SF (OutBound)

PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
	Ogden BRT Jefferson Avenue	ADDRESS: 624 E. 25th						
	Year 1	$ 45.00	$ 50.00	NA	NA	NA	NA	
	Year 2	$ 47.00	$ 52.00	NA	NA	NA	NA	
7	Year 3	$ 49.00	$ 54.00	NA	NA	NA	NA	Location
	Year 4	$ 51.00	$ 56.00	NA	NA	NA	NA	Grand
	Year 5	$ 53.00	$ 58.00	NA	NA	NA	NA	Total
	Total	**$ 245.00**	**$ 270.00**	$ -	$ -	$ -	$ -	**$ 515.00**

1650 SF (InBound)

PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
	Ogden BRT Jefferson Avenue	ADDRESS: 579 E. 25th						
	Year 1	$ 45.00	$ 50.00	NA	NA	NA	NA	
	Year 2	$ 47.00	$ 52.00	NA	NA	NA	NA	
8	Year 3	$ 49.00	$ 54.00	NA	NA	NA	NA	Location
	Year 4	$ 51.00	$ 56.00	NA	NA	NA	NA	Grand
	Year 5	$ 53.00	$ 58.00	NA	NA	NA	NA	Total
	Total	**$ 245.00**	**$ 270.00**	$ -	$ -	$ -	$ -	**$ 515.00**

1240 SF (OutBound)

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PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	Ice Melt Sidewalks	
	Ogden BRT Monroe Blvd	ADDRESS: 804 E. 25th							**1020 SF (InBound)**
	Year 1	$ 45.00	$ 50.00	NA	NA	NA	NA		
	Year 2	$ 47.00	$ 52.00	NA	NA	NA	NA		
9	Year 3	$ 49.00	$ 54.00	NA	NA	NA	NA		Location
	Year 4	$ 51.00	$ 56.00	NA	NA	NA	NA		Grand
	Year 5	$ 53.00	$ 58.00	NA	NA	NA	NA		Total
	Total	**$ 245.00**	**$ 270.00**	$ -	$ -	$ -	$ -	**$ 515.00**	

PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks		
	Ogden BRT Monroe Blvd	ADDRESS: 787 E. 25th							**1005 SF (OutBound)**
	Year 1	$ 45.00	$ 50.00	NA	NA	NA	NA		
	Year 2	$ 47.00	$ 52.00	NA	NA	NA	NA		
10	Year 3	$ 49.00	$ 54.00	NA	NA	NA	NA		Location
	Year 4	$ 51.00	$ 56.00	NA	NA	NA	NA		Grand
	Year 5	$ 53.00	$ 58.00	NA	NA	NA	NA		Total
	Total	**$ 245.00**	**$ 270.00**	$ -	$ -	$ -	$ -	**$ 515.00**	

PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks		
	Ogden BRT 25th Street & Harris	ADDRESS: 1180 E. 25th							**1190 SF (InBound)**
	Year 1	$ 45.00	$ 50.00	NA	NA	NA	NA		
	Year 2	$ 47.00	$ 52.00	NA	NA	NA	NA		
11	Year 3	$ 49.00	$ 54.00	NA	NA	NA	NA		Location
	Year 4	$ 51.00	$ 56.00	NA	NA	NA	NA		Grand
	Year 5	$ 53.00	$ 58.00	NA	NA	NA	NA		Total
	Total	**$ 245.00**	**$ 270.00**	$ -	$ -	$ -	$ -	**$ 515.00**	

PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks		
	Ogden BRT 25th Street & Harris	ADDRESS: 1185 E. 25th							**765 SF (OutBound)**
	Year 1	$ 45.00	$ 50.00	NA	NA	NA	NA		
	Year 2	$ 47.00	$ 52.00	NA	NA	NA	NA		
12	Year 3	$ 49.00	$ 54.00	NA	NA	NA	NA		Location
	Year 4	$ 51.00	$ 56.00	NA	NA	NA	NA		Grand
	Year 5	$ 53.00	$ 58.00	NA	NA	NA	NA		Total
	Total	**$ 245.00**	**$ 270.00**	$ -	$ -	$ -	$ -	**$ 515.00**	

PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks		
	Ogden BRT 28th Street	ADDRESS: 1178 E. Harrison							**950 SF (InBound)**
	Year 1	$ 45.00	$ 50.00	NA	NA	NA	NA		
	Year 2	$ 47.00	$ 52.00	NA	NA	NA	NA		
13	Year 3	$ 49.00	$ 54.00	NA	NA	NA	NA		Location
	Year 4	$ 51.00	$ 56.00	NA	NA	NA	NA		Grand
	Year 5	$ 53.00	$ 58.00	NA	NA	NA	NA		Total
	Total	**$ 245.00**	**$ 270.00**	$ -	$ -	$ -	$ -	**$ 515.00**	

PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks		
	Ogden BRT 28th Street	ADDRESS: 1182 E. Harrison							**895 SF (OutBound)**
	Year 1	$ 45.00	$ 50.00	NA	NA	NA	NA		
	Year 2	$ 47.00	$ 52.00	NA	NA	NA	NA		
14	Year 3	$ 49.00	$ 54.00	NA	NA	NA	NA		Location
	Year 4	$ 51.00	$ 56.00	NA	NA	NA	NA		Grand
	Year 5	$ 53.00	$ 58.00	NA	NA	NA	NA		Total
	Total	**$ 245.00**	**$ 270.00**	$ -	$ -	$ -	$ -	**$ 515.00**	

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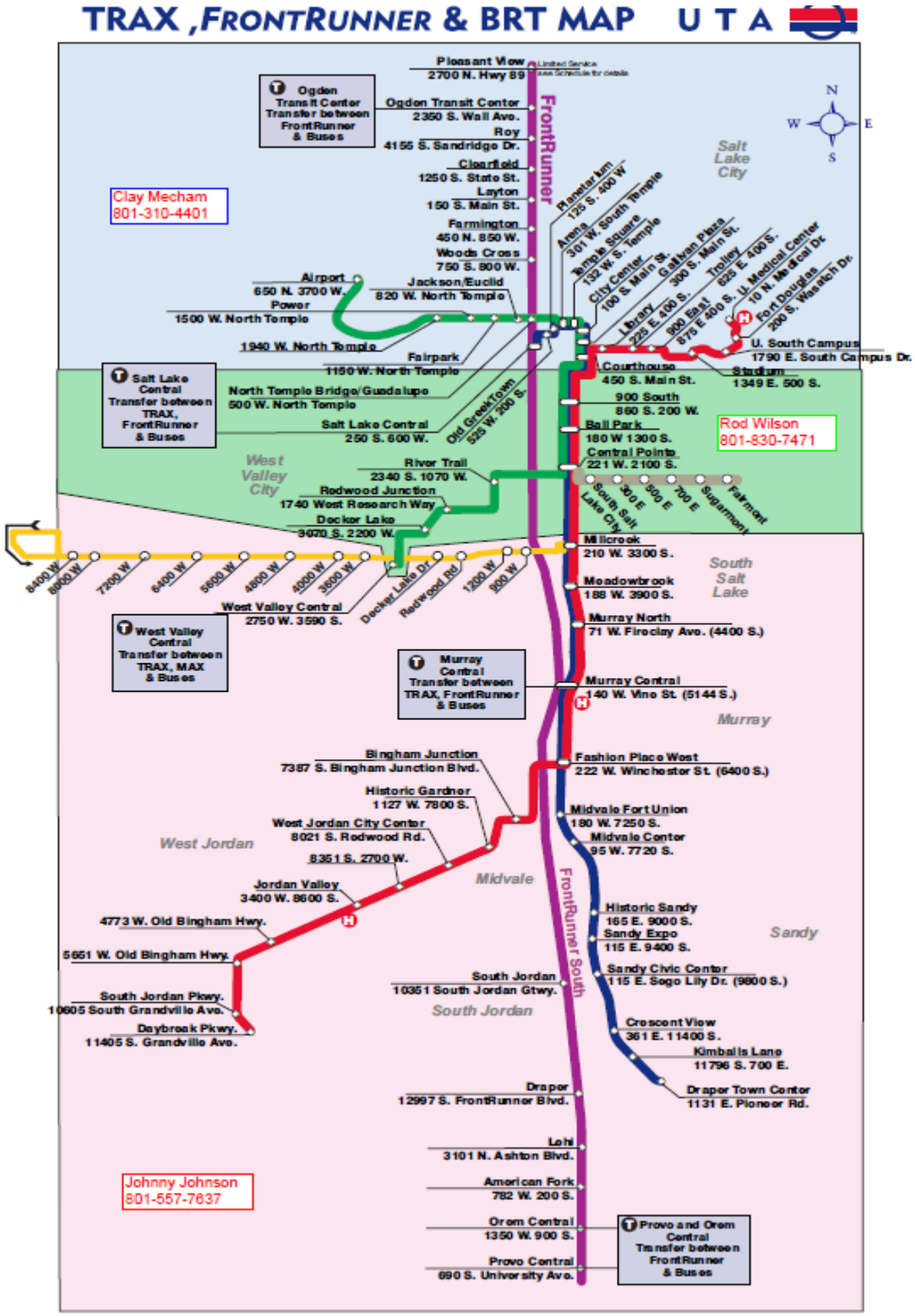
PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
	Ogden BRT Weber State Central, ADDRESS: 3850 S. Campus Dr.							**1071 SF (InBound) + 1015 SF (OutBound)**
	Year 1	$ 80.00	$ 80.00	NA	NA	NA	NA	
	Year 2	$ 82.00	$ 82.00	NA	NA	NA	NA	
15	Year 3	$ 85.00	$ 85.00	NA	NA	NA	NA	Location
	Year 4	$ 88.00	$ 88.00	NA	NA	NA	NA	Grand
	Year 5	$ 90.00	$ 90.00	NA	NA	NA	NA	Total
	Total	**$ 425.00**	**$ 425.00**	$ -	$ -	$ -	$ -	**$ 850.00**

PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
	Ogden BRT Wildcat Village, (nor ADDRESS: 1350 E. Village Drive							**1280 SF (InBound)**
	Year 1	$ 45.00	$ 50.00	NA	NA	NA	NA	
	Year 2	$ 47.00	$ 52.00	NA	NA	NA	NA	
16	Year 3	$ 49.00	$ 54.00	NA	NA	NA	NA	Location
	Year 4	$ 51.00	$ 56.00	NA	NA	NA	NA	Grand
	Year 5	$ 53.00	$ 58.00	NA	NA	NA	NA	Total
	Total	**$ 245.00**	**$ 270.00**	$ -	$ -	$ -	$ -	**$ 515.00**

PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
	Ogden BRT Wildcat Village, (nor ADDRESS: 1351 E. Village Drive							**1245 SF (OutBound)**
	Year 1	$ 45.00	$ 50.00	NA	NA	NA	NA	
	Year 2	$ 47.00	$ 52.00	NA	NA	NA	NA	
17	Year 3	$ 49.00	$ 54.00	NA	NA	NA	NA	Location
	Year 4	$ 51.00	$ 56.00	NA	NA	NA	NA	Grand
	Year 5	$ 53.00	$ 58.00	NA	NA	NA	NA	Total
	Total	**$ 245.00**	**$ 270.00**	$ -	$ -	$ -	$ -	**$ 515.00**

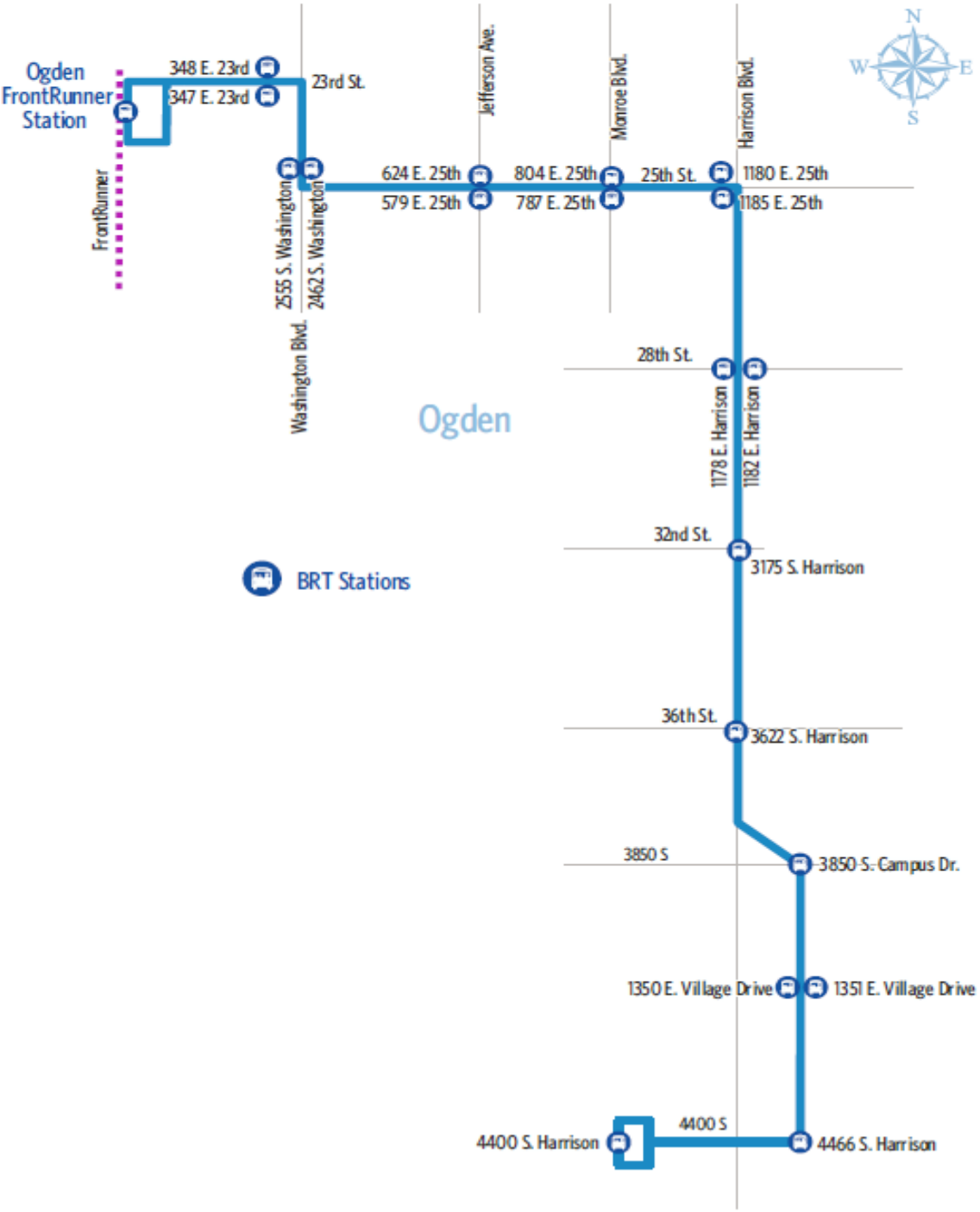
PROPERTY NUMBER	Property Name and Location	Platform	Ice Melt Platform	Parking Area Partial Push (No more than 1/2 of Parking Area $)	Ice Melt Parking Area Partial Push	Sidewalks	Ice Melt Sidewalks	
	Ogden BRT Dee Event Center (in ADDRESS: 4466 S. Harrison							**1293 SF (InBound) + 1060 SF (OutBound)**
	Year 1	$ 134.00	$ 134.00	NA	NA	NA	NA	
	Year 2	$ 138.00	$ 138.00	NA	NA	NA	NA	
18	Year 3	$ 142.00	$ 142.00	NA	NA	NA	NA	Location
	Year 4	$ 147.00	$ 147.00	NA	NA	NA	NA	Grand
	Year 5	$ 151.00	$ 151.00	NA	NA	NA	NA	Total
	Total	**$ 712.00**	**$ 712.00**	$ -	$ -	$ -	$ -	**$ 1,424.00**

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UTA OGX



669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Mary DeLoretto, Chief Service Development Officer
PRESENTER(S):	Paul Drake, Director Real Estate & TOD
	Spencer Burgoyne, Mgr. Property Administration

TITLE:

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

AGENDA ITEM TYPE:
Non-Procurement Agreement

RECOMMENDATION:
Approve and authorize Executive Director to execute the attached settlement agreement and associated disbursements with Rehman Family Properties #2, LLC in the amount of $219,600

BACKGROUND:
The UTA has been acquiring right-of-way for the Ogden-WSU BRT Project (OGX) to connect Ogden FrontRunner Station to Weber State University and McKay-Dee Hospital. Along Harrison Boulevard, next to 35th Street, UTA purchased a strip of land and a construction easement from a restaurant property operating as Big Jim's Burger. This property is owned by Rehman Family Properties #2, LLC. Based on the appraised value, UTA offered the owner $51,600. UTA and the owner negotiated and settled the acquisition for $57,600 in May 2021.

In September 2021, the owner sent a letter to UTA claiming that he did not know that a center median would be constructed in Harrison Boulevard blocking left-turn access onto 35th Street. Southbound traffic would be unchanged. However, patrons traveling northbound would have to travel three blocks to make a U-turn on 32nd Street. During our investigation into the claim, the appraiser admitted that he did not realize the full impacts and would have concluded damages beyond the land value given the retail use.

UTA staff requested FTA guidance on the issue. FTA advised UTA to reappraise the property and to have the UTA attorney review the legal issues of the claim and determine the most reasonable and prudent course of action.

The owner agreed to not file a lawsuit until a new appraisal could be completed by a new appraiser. The new appraisal, completed by Jeremie Snowder, MAI, concluded a value of $219,600 for the land and severance damages. UTA had this appraisal reviewed by David Holtby which he recommended as reasonable and supported.

During negotiations, the owner requested a settlement at $419,000, which was rejected. However, the owner finally agreed to settle for a total award of $219,600 subject to FTA concurrence and UTA Board approval.

DISCUSSION:
The UTA real estate and legal staff have reviewed this issue extensively. The project appraiser admitted to not fully considering the impacts of the taking. This is supported by the new appraisal by Jeremie Snowder and the review appraisal.

FTA provided a concurrence letter making the settlement reimbursable under the grant.

UTA risks additional legal costs and a potentially higher award by not settling the matter and letting the owner sue UTA.

UTA staff recommends approving this settlement agreement for $162,000. Since the owner was already paid $57,600, the total award for the acquisition is $219,600.

This is UTA Contract # 22-P00200

ALTERNATIVES:
If the agency does not settle, the owner may sue UTA.

FISCAL IMPACT:
The acquisition would cost an additional one-time payment of $162,000. This amount is in the project contingency budget.

ATTACHMENTS:
1) Settlement Agreement
2) FTA Concurrence Letter
3) ROW maps

SETTLEMENT AGREEMENT

OGX Parcel 129: Rehman Family Properties #2, LLC

This Settlement Agreement is made this ____day of _____ 2022 between the Utah Transit Authority ("UTA") the Rehman Family Properties #2, LLC ("Owner"). UTA and Owner are individually each a "Party" and collectively the "Parties."

RECITALS

WHEREAS, Owner claims an interest in real property located in Weber County, Utah generally located at 3511 Harrison Blvd. in Ogden, Utah, currently used for a restaurant; and

WHEREAS, UTA is constructing a bus rapid transit project known as OGX ("Project") to improve mobility and to provide increased public transit in the area; and

WHEREAS, as part of Project, UTA required approximately 1,668 square feet of Owner's property to widen Harrison Blvd. ("Property"); and

WHEREAS, on or about April 26, 2021, the Parties entered into a Real Estate Purchase Contract for the Property needed for the Project ("Purchase Contract"); and

WHEREAS, UTA paid Owner $57,600.00 for the Property; and

WHEREAS, the Property closed at First American Title Company on or about July 29, 2021, transferring Property to UTA; and

WHEREAS, a dispute arose over the amount of just compensation after closing; and

WHEREAS, the Parties desire to resolve all claims that have been, or could be, asserted between the Parties hereto (and their affiliates) in this matter.

NOW, THEREFORE, in consideration of the obligations contained herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties, intending to be legally bound, upon the foregoing recitals, which are hereby incorporated into this agreement, hereby agree to the following:

AGREEMENT

1. Just Compensation. The Parties stipulate to Just Compensation for the Property in the Amount of $219,600.00. UTA has previously paid Owner $57,600.00, leaving a balance of ONE HUNDRED SIXTY-TWO THOUSAND AND NO/100 DOLLARS ($162,000.00) ("Settlement Payment").

2. Release. Upon receipt of the Settlement Payment, the Parties mutually agree to release and forever discharge one another and their employees, affiliates, shareholders, directors, officers, owners, agents, successors, assigns, heirs and legal representatives from any and

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all claims, causes of action, demands, obligations, debts, liabilities, contracts, agreements, warranties, representations, damages, losses, costs, expenses and attorney fees, whether in contract, tort, or otherwise, asserted or unasserted, known or unknown, liquidated or unliquidated, which they had, now have, claim to have, or may have had prior to the effective date of this Agreement, arising from or relating in any respect to this dispute.

3. Concurrence. Because the Project includes federal funds, UTA is required to obtain concurrence from the Federal Transit Administration (FTA) for this settlement. In addition, this Agreement requires the approval of the UTA Board of Trustees. The Parties understand and agree that, as a condition precedent to the terms herein, this Agreement is expressly subject to the concurrence of FTA and approval by the UTA Board.

4. Amendment. Any amendment to this Agreement must be in a writing signed by duly authorized representatives of the Parties hereto and stating the intent of the parties to amend this Agreement.

5. Successors. This Agreement shall be binding upon, and shall inure to the benefit of, the Parties and their respective heirs, assigns, legal representatives, and successors.

6. Interpretation and Fair Construction. This Agreement has been reviewed and approved by each of the Parties, and the Parties have had an equal opportunity to participate in preparing this Agreement. The Parties each acknowledge, represent and agree that they have read this Agreement; that they fully understand the terms thereof; and that they have either sought independent counsel or are otherwise agreeing to waive their right to seek independent counsel. Accordingly, in the event it should be determined that any provision of this Agreement is uncertain or ambiguous, the language in all parts of this Agreement shall be in all cases construed as a whole according to its fair meaning and not strictly construed for nor against any Party.

7. Headings Not Controlling. The paragraph headings included herein are for reference only and are not a part of this Agreement. The headings shall not control or alter the meaning of this Agreement as set forth in the text.

8. Severability. In case any term of this Agreement shall be invalid, illegal, or unenforceable, in whole or in part, the validity of any of the other terms of this Agreement shall not in any way be affected thereby.

9. Waiver of Breach. The failure of any Party hereto to insist upon strict performance of this Agreement, or to exercise any option or right herein conferred, shall not be construed to be a waiver or relinquishment of any such option or right, or of any other covenant or agreement, but the same shall be and remain in full force and effect.

10. Authority. The Parties each represent and warrant that they have full power and actual authority to enter into this Agreement and to carry out all actions required of them by this Agreement. All persons executing this Agreement in representative capacity represent and warrant that they have full power and authority to bind their respective corporations, partnerships and/or entities.

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11. Non-Disparagement. Owner agrees and covenants not to criticize, denigrate or make any derogatory, negative, or harmful statements, either orally or in writing, at any time about UTA or any of its officers, directors, and employees relating to the acquisition of Property and this settlement.

12. Governing Law and Venue. This Agreement shall be governed by, construed, and enforced in accordance with the laws of the State of Utah, in the County of Salt Lake.

13. Entire Agreement. This Agreement contains the entire understanding between the Parties in connection with the matter, and it supersedes and replaces all prior negotiations, agreements, or representations between them, whether oral or written.

14. Final Agreement. No amendment or waiver of any provision of this Agreement shall in any event be effective unless the same shall be in writing and signed by the Parties hereto, and then any such waiver shall be effective only in the specific instance and for the specific purpose for which given.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement effective as of the date and year first above written.

//signature page to follow//

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UTAH TRANSIT AUTHORITY

SPENCER BURGOYNE
Manager of Property Administration

MARY DELORETTO
Chief Service Development Officer

JAY FOX
Executive Director

APPROVED AS TO FORM

DocuSigned by:
Tim Merrill
56A03BC7C491482...

TIMOTHY G. MERRILL
Assistant Attorney General
Counsel to UTA

DocuSign Envelope ID: 23C0F590-8B1A-445D-90C3-9BED152D09ED

REHMAN FAMILY PROPERTIES #2, LLC

_____

SAFI REHMAN

STATE OF UTAH)
:ss.
COUNTY OF _____)

On the _____day of _____, 2022 personally appeared before me Safi Rehman, owner of Rehman Family Properties #2, LLC, whose identity was proved to me on the basis of satisfactory evidence, and who by me duly sworn, did say that he has authority to execute this document on behalf of said entity, and that indeed he did execute this document on behalf of said entity.

_____

NOTARY PUBLIC

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REHMAN FAMILY PROPERTIES #2, LLC

SAFI REHMAN

STATE OF UTAH)
:ss.
COUNTY OF Weber)

On the 17th day of September, 2022 personally appeared before me Safi Rehman, owner of Rehman Family Properties #2, LLC, whose identity was proved to me on the basis of satisfactory evidence, and who by me duly sworn, did say that he has authority to execute this document on behalf of said entity, and that indeed he did execute this document on behalf of said entity.

MEGAN DUNFORD
NOTARY PUBLIC • STATE OF UTAH
COMMISSION NO. 714275
COMM. EXP. 09/28/2024

NOTARY PUBLIC

REALTYNET UTAH LLC
8.66% ET AL
3531 HARRISON BLVD.
OGDEN, UT. 84403
05-194-0002
ENTRY NO. 2363219

REHMAN FAMILY
PROPERTIES #2 LLC
3511 HARRISON BLVD.
OGDEN, UT. 84403
05-194-0001
ENTRY NO. 2156533

BANDON PROPERTIES
3487 HARRISON BLVD.
OGDEN, UT. 84403
05-177-0001
ENTRY NO. 2736688

35TH STREET

T5N, R1W, S.L.B. & M.

HARRISON BLVD.

SECTION LINE

ROW CONTROL LINE

FOUND RAILROAD SPIKE
N: 3596715.529
E: 1516931,750
562+78.65 RT. 0.002

COMMON AREA
3550 HARRISON CONDO
3550 HARRISON BLVD..
OGDEN, UT. 84403
05-168-0005
ENTRY NO. 1423773

3500 LIMITED
PARTNERSHIP 3/4 ETAL
3502 HARRISON BLVD.
OGDEN, UT. 84403
05-050-00012
ENTR NO. 2790059

Curve Table					
Curve #	Length	Radius	Delta	Chord	Distance
C4	5.92	58.50	05°48'06"	N73°26'06"W	5.92
C6	119.91	798.50	08°36'15"	N03°35'15"W	119.80
C7	35.80	781.74	02°37'26"	S00°17'08"W	35.80
C8	81.90	814.50	05°45'40"	S03°34'01"E	81.87
C10	33.82	2013.00	00°57'45"	N02°15'07"E	33.82

Curve Table					
Curve #	Length	Radius	Delta	Chord	Distance
C12	26.97	772.00	002° 00' 05"	S00°41'36"W	26.96
C13	28.12	771.50	002° 05' 17"	S02°58'16"W	28.12
C14	34.88	761.00	002° 37' 35"	S02°42'07"E	34.88
C18	5.25	814.50	000° 22' 10"	S06°37'56"W	5.25
C33	44.79	40.00	64°09'36"	S56°37'01"E	42.49

30 0 15 30 90

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

DRAWN BY: TM
CHECKED BY: CEA
QC
DATE: 02/12/21

UTAH DEPARTMENT OF TRANSPORTATION
REGION 1-PSOMAS
APPROVED
PROFESSIONAL LAND SURVEYOR

OGDEN-WSU BUS RAPID TRANSIT
SPOT IMPROVEMENTS
PROJECT

PIN 15906
F-R199(235)
PROJECT NUMBER

RIGHT-OF-WAY

WEBER
COUNTY
TEMP 06P
SHEET NO. Parcel 129

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VIII
Colorado, Montana,
North Dakota,
South Dakota,
Utah and Wyoming

1961 Stout Street
Suite 13301
Denver, Colorado 80294
(303) 362-2400 (voice)

November 3, 2022

Jay Fox
Executive Director
Utah Transit Authority
600 West 220 South
Salt Lake City, UT 84130

Re: Ogden - Weber State University Bus Rapid Transit (OGX) Project –
Administrative Settlement Request for Parcel 129: Rehman Family Properties #2 LLC
Award No.: UT-2021-021

Dear Mr. Fox:

This letter responds to the Utah Transit Authority's (UTA) request seeking concurrence with an administrative settlement for the acquisition for Parcel 129 located at 3511 Harrison Blvd, Ogden, UT. The property, which is necessary for the construction of the Ogden - Weber State University Bus Rapid Transit (OGX) Project, is owned by Rehman Family Properties #2, a limited liability company. The property is improved with commercial development and consists of 26,547 square feet of land. UTA required the fee acquisition interest of 1,668 square feet, and temporary construction easement totaling 1,370 square feet. The acquisition does not directly impact the improvements. UTA is requesting an administrative settlement in the total amount of $219,600 which is $162,000 over the original offered amount of $57,600.

Based on the initial appraisal, in July 2021, an offer was presented to and accepted by the owner in the amount of $57,600. In September 2021, the owner emailed UTA stating that they were misled by the true nature of a 'dedicated bus lane' by the property, in not clearly disclosing that the northbound traffic would not be allowed to turn into their place of business. In investigating the claim, UTA reached out to the appraiser who admitted that they did not realize the median was being installed and did not account for severance damages. A revised appraisal and appraisal review determined the takings at $219,600 which included severance damages in the amount of $150,000 for the change in access. Having already paid $57,600, the parties agreed to an additional $162,000, pending FTA approval.

According to UTA's legal counsel with the Attorney General's Office, the administrative settlement was arrived after lengthy negotiations between the parties and in consideration of the expected expense of going to trial in the matter. It is believed that the risks and expenses of proceeding to trial on the condemnation outweigh the expense of settling the acquisition for an administrative settlement of $162,000.

UTA's settlement justification, including the supporting documentation satisfies the requirements of the 49 CFR § 24.102(i) and FTA Circular 5010.1E, Chapter IV, subsection 2.e(5). Further, because the property is necessary for construction of the Project, FTA concurs that the requested administrative settlement of $162,000 is reasonable, prudent, and in the public interest.

FTA specifically advises that FTA Circular 5010.1E requires the Recipient to "consider the effect, if any, that contamination has on the market value of the property being valued." FTA cannot participate in the funding of any clean-up of the property areas if the requirements in Circular 5010.1E are not met.

Should you have any questions regarding this matter, please contact Tiffany Gallegos, at (303) 362-2390 or tiffany.gallegos@dot.gov.

Sincerely,

CINDY ELISE TERWILLIGER

Digitally signed by CINDY ELISE TERWILLIGER
Date: 2022.11.03 15:12:30 -06'00'

Cindy Terwilliger
Regional Administrator

Cc: Spencer Burgoyne, UTA Manager of Property Administration
Andrea Pullos, UTA OGX Project Manager

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Mary DeLoretto, Chief Service Development Officer
PRESENTER(S): Jared Scarbrough, Director of Capital Construction

TITLE:

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

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve Task Order #22-037 (Signal and Communication Designs for the Maintenance of Way Training Yard) to on-call systems maintenance contract with Rocky Mountain System Services (RMSS) and authorize the Executive Director to execute contract and associated disbursements in the amount of $325,183.

BACKGROUND:
In November 2020, UTA released a request for procurement (RFP) for an on-call maintenance contractor focused specifically on systems engineering and maintenance support. Rocky Mountain Systems Services was selected as the winner based on overall scoring using the best value format. The UTA Board of Trustees approved the contract and authorized the Executive Director to execute the contract with RMSS on February 24, 2021. This contract is for three years with two, one-year options.

Typical task orders under this contract include:

- Subject matter experts to support UTA rail systems and MOW systems departments.
- Train Control System upgrades, repairs, analysis, and training
- Stray Current monitoring and analysis
- OCS/TPSS repair, maintenance, and training
- Traffic Signal inspections, connections, repairs, and coordination

DISCUSSION:
UTA is developing signal and communication designs for the new Maintenance of Way training facility. The goal of this facility is to provide UTA employees with real-life training scenarios on non-revenue rail systems to improve their knowledge base and confidence in working with and around equipment that is required to operate passenger rail services. This facility will have a TRAX and FrontRunner alignment as well as an equipment house in-between the alignments.

UTA staff is requesting approval of Task Order 22-037 with Rocky Mountain Systems Services to provide the following design services:

- Signal design for the TRAX alignment which has a double crossover interlocking system with power-operated switch gear and LCP with controls and indications
- Signal design for the FrontRunner alignment which has a grade crossing with entrance and exit gates
- Signal design for remote controlled switch modules
- Signal design for the signal equipment house/classroom-office space
- Head-end design for the Track Driver eXtra (TDX) workstation
- Communication design for fiber links between the signal equipment house and remote signal cases

CONTRACT SUMMARY:

Contractor Name:	Rocky Mountain Systems Services
Contract Number:	20-03382VW-22-037
Base Contract Effective Dates:	March 3, 2021 through December 31, 2025
Extended Contract Dates:	N/A
Existing Contract Value:	$13,643,398
Amendment Amount:	$325,183
New/Total Contract Value:	$13,968,581
Procurement Method:	RFP best value modification
Budget Authority:	2023 Capital budget - MOW Training Yard Project MSP271

ALTERNATIVES:
Disapproving task order would leave the Maintenance of Way group without a functional design for their new TRAX and FrontRunner training facility.

FISCAL IMPACT:
This project is included in the 2023 Capital Program budget.

ATTACHMENTS:
Task Order #22-037

DocuSign Envelope ID: 588B30BF-4091-4FBA-87BD-BF379D832B78

TASK ORDER NO. 22-037

TASK ORDER NAME: MOW Training Yd. Signal/Communication Design

PROJECT CODE: MSP-271; 40-3271.68912

This is Task Order No. 22-037 to the On Call Maintenance Contract entered into by and between Utah Transit Authority (UTA) and Rocky Mountain Systems Services, (Contractor) as of February 24th, 2021.

This Task Order is part of the On Call Maintenance Contract and is governed by the terms thereof.

The purpose of this Task Order is to specifically define the scope, schedule, lump sum price, and other terms applicable to the work identified herein.

UTA and Contractor hereby agree as follows:

1.0 SCOPE OF SERVICES

The scope of work for the Task Order #22-037 is hereby attached and incorporated into this Task Order.

2.0 SCHEDULE

The Substantial Completion Date for this Task is December 31, 2023. The Final Acceptance Date for this Task is December 31, 2023.

3.0 LUMP SUM PRICE

The price for this task order is a not to exceed $325,183. Invoices will be billed on monthly basis for work completed to date.

4.0 APPLICABILITY OF FEDERAL CLAUSES

This Task Order does ☐ does not ☒ [Check Applicable] include federal assistance funds which requires the application of the Federal Clauses appended as Exhibit D to the On Call Maintenance Contract.

IN WITNESS WHEREOF, this Task Order has been executed by UTA and the Contractor or its appointed representative

UTAH TRANSIT AUTHORITY:

By: _____
Jay Fox, Executive Director Date
> $200,000

By: _____
Mary DeLoretto, Chief Service Development Ofc. Date
< 200,000

By: DocuSigned by: 11/11/2022
91ABD751A0BD4BE...
Jared Scarbrough, Director of Capital Constr. Date
< $75,000

By: _____
Jared Scarbrough, Project Manager Date
< $25,000

DocuSigned by: 11/14/2022
Mike Bell
70E33A415BA44F6...
Legal Review Date

DocuSigned by: 11/14/2022
Brian Motes
69BAAAA9D7F448D...
Procurement Review Date

ROCKY MOUNTAIN SYSTEMS SERVICES:

By: DocuSigned by:
Anthony Ortolani
1587B142E149430...

Date: 11/11/2022

November 2nd, 2022 RMSS-52598-065

Mr. Jared Scarbrough
Director of Capital Construction
2264 South 900 West
Salt Lake City, UT 84119

Reference: Utah Transit Authority – Systems On-Call Services

Subject: Systems Training Facility - Design

Jared,

Rocky Mountain Systems Services (RMSS) is pleased to provide a proposal for developing a signal and communications design for the future UTA Systems Training Facility. The goal of this effort is to provide UTA with a facility that will allow the training of a workforce with comprehensive knowledge in all rail systems components utilized at UTA, allowing for more efficient response times and overall, more confidence in working with and around the components associated with the TRAX and FrontRunner alignments. This facility will provide real-life training scenarios on actual equipment that is utilized for both alignments.

Our lump sum price for this proposal is **$325,183.00**.

Scope Overview
RMSS has identified eight (8) separately identifiable systems design elements to the training facility:

1. A western track section element that is representative of a double crossover interlocking on the TRAX alignment. This section will also have a signal case to house equipment needed to provide an approach to the interlocking.
    a. RMSS will provide the **signal** design for this element of the facility.
2. An eastern track section which represents the FrontRunner alignment with a fully functional grade crossing equipped with both entrance and exit gates. This section will also be equipped with a standalone signal case at the northmost end of the eastern track section.
    a. RMSS will provide the **signal** design for this element of the facility
3. A pad with four (4) switch modules that will be used to train personnel on switch maintenance and inspections. These switches will be able to be remotely controlled from within the primary signal house.
    a. RMSS will provide the **signal** design for this element the facility
4. There will be a single “primary” signal house located between the track alignments that will house equipment for both the TRAX and FrontRunner sections of the facility. This primary signal house will also function as a classroom and the back office. As such it will be oversized to accommodate the extra equipment and personnel.
    a. RMSS will provide the **signal** design for this element of the facility

5. A standalone TDX workstation will be housed in the primary signal house. This isolated office system will have custom screens required to accurately simulate the TRAX, FrontRunner, and traction power elements of the facility.
    a. RMSS will provide the **head-end** design element of the facility
6. A small communications system will be required to connect the remote cases and TPSS to the primary signal house. Additionally a tie-in to the existing IT network will be provided.
    a. RMSS will provide the **communications** design element of the facility
    b. **Note: the communications design for components internal to the traction power facility is not currently included in this scope of work. The network design will connect a managed network access ethernet switch to the non-vital network of the training facility
7. A Traction Power Substation (TPSS) that feeds the TRAX section of the facility with "simulated" (low voltage) traction power.
    a. The design of this element of the facility is "**by others**".
8. An overhead catenary system (OCS) will be installed along the TRAX section of the facility.
    a. The design of the OCS system element of the facility is "**by others**"

All equipment will closely mimic existing in-service equipment. All materials and equipment will be built to the same standards as UTA's in-service equipment, unless approved otherwise in advance by UTA.

<u>Signal Design Scope</u>
RMSS will develop the following design items for the MoW Training Facility:

- Circuit designs that include at a minimum:
    - Circuit design for the primary signal house that faithfully adheres to the existing design style and content of the in-service systems:
    - Circuit Plans for two (2) signal cases
        - One signal case at the south end of the "TRAX" section of the facility
        - One signal case at the north end of the "FrontRunner" section of the facility
    - Track layout plan for both the eastern "TRAX" section and the western "FrontRunner" section of the facility
        - Track layout will include wire schedule from the house to the field devices
        - Track layouts will include the switch module pad of four (4) stand-a-lone power operated switch machines
        - Track layout will include location of EGMS loops
    - Building layout for a signal bungalow designed to accommodate the following:
        - signaling equipment for both the western "TRAX" section and eastern "FrontRunner" section of the training facility
        - TRAX and FrontRunner equipment designed to be installed so it is easily identifiable which system the equipment is for
        - Single TDX workstation
        - Class size of 8 people
        - Whiteboard, table, and chairs
        - A/C unit and heater
        - battery banks and chargers

        - terminal boards and other signaling equipment as needed
    - Elevation drawings for the mounting of all equipment in the signal house
    - Wiring plans for all signal equipment within and external to the signal house
- Bill of material (BoM) outlining all equipment and materials enclosed in the house, signal cases, and field:
    - signaling equipment required for the western “TRAX” portion of the training facility
    - signaling equipment required for the “FrontRunner” portion of the training facility
    - signaling equipment required for the switch machine modules
    - communications equipment required for the training facility communications network
    - office hardware required for the standalone TDX system

  Equipment and materials included in the BoM will utilize materials outlined in the “Hardware Specifications” section below.
- Custom LCP for the western “TRAX” portion of the facility
    - designed to be enclosed in a black powder coated enclosure
    - designed to mimic modern LCP’s currently in service on TRAX
    - designed to have all controls and indications that would be found in an active TRAX interlocking
    - custom track layout to reflect the training facilities double crossover interlocking
- Custom LCP for the eastern “FrontRunner” portion of the facility
    - designed to be enclosed in a black powder coated enclosure
    - designed to mimic modern LCP’s currently in service on FrontRunner
    - designed to have all controls and indication that would be found in an active FrontRunner crossing location including PTC indications for mandatory directives and temporary speed restrictions
- Custom LCP for the switch machine modules that provide control and indication of the switch machines on the pad
- Train control software logic for the “TRAX” interlocking section of the facility that includes:
    - Operation of the interlocking as a control point including all standard signal locking with the exception of traffic locking which is not required for the training facility
    - remote operation of power operated switch machines
    - train occupancy
    - other system elements to reflect the light rail system to the extent feasible within the confines of the training facility
- Train control software logic for the “FrontRunner” section of the facility that includes:
    - grade crossing functions
    - proper gate activation
    - TSR implementation
    - MD0, MD15
    - use of existing cab rates from the Frontrunner alignment
    - track circuit occupancy
    - vital track code
    - other system elements to reflect the commuter rail system to the extent feasible within the confines of the training facility

- Design for both the “TRAX” and “FrontRunner” sections of the facility that include wayside equipment installed to the rail and intended to function properly when calibrated by MOW personnel and shunted
    - The design will incorporate the following track circuit types throughout the facility:
        - ElectroLogIXS track circuits
        - AFTAC
        - PSO
        - GCP Predictors
        - Cab Generators
- System level plans as appropriate
    - Due to restrictions inherent in the size and layout of the training facility it will not be possible to develop truly comprehensive system level plans such as control lines and crossing approach plans
    - However, RMSS will work with UTA to develop a simple set of system level plans (route & aspects, control lines, single lines, and crossing approach plans) that can be used for familiarization purposes
- RMSS will provide configuration files for the following equipment:
    - GCP
    - TDX
    - RuggedComm devices
    - EGMS
- Comm design for fiber links between the signal house and the remote signal cases that includes:
    - network topology diagram
    - fiber layout and termination drawings for vital and non-vital connections
    - cable interconnect drawings for patch cables
    - IP address list
    - Fiber links will be designed to have a connection in between all signal houses with the ability to pull logs
    - Tie-in for the IT network into the Technical Education Center (TEC). This network will need to be intercepted near the existing West Valley TRAX alignment and terminated in the TEC
    - **Elevation drawings for comm equipment included in circuit plans
- RMSS will produce Issued for Construction (IFC) and As-in-service (AIS) level plans under this scope of work
    - **development of Issued for Review (IFR) level plans is not included in this scope of work

<u>TDX Design Scope</u>

This scope of work includes development of a local TDX system that will include custom screens specific to both the “TRAX” and “FrontRunner” sections of the facility. The standalone office system will include controls and indications for the interlocking, switch modules, grade crossing, switch heaters, and traction power system.

- The training facility TDX system will include the following modules:
    - Analog values module
        - Allows for real time values displaying on TDX screens
    - Traction Power module

        - Monitors and controls the TPSS and OCS systems
    - E-ATC module
        - Ability to place and remove MD's and TSR's on the "FrontRunner" section of the facility
    - Forms Based Dispatch Module
        - Crossing repair form is included with this module
- The visual TDX screens will represent the training facility layout and function similarly to the existing TDX 3.0 system with respect to each element of the facility

Hardware Specification

UTA has provided the following direction on hardware that is to be used in the training facility design:

- One (1) oversized signal house sized appropriately to comfortably house all requirements set forth in this scope of work
- Hardware for the "TRAX" alignment portion of the facility is to include the following:
    - Four (4) powered switch machines
        - One (1) CSV-24 switch machine
        - One (1) M23 switch machine
        - One (1) 5F switch machine
        - One (1) CTS-2 switch machine
    - Four (4) functioning signal heads with foundations
    - One (1) small signal cabinet on the south end of the "TRAX" alignment portion of the facility to house vital track code equipment (ElectroLogIXS)
    - Two (2) ElectroLogIXS chassis with appropriate modules
        - One unit in the primary signal house to control the interlocking
        - One unit in the signal case on the south end of the property
    - One (1) Siemens Phase Shift Overlay (PSO) unit to be installed on a section of embedded straight track (roughly 300') to act as an approach track to the interlocking
    - Interlocking tracks circuits will be AFTAC circuits
    - One (1) custom LCP with configuration files
    - Two (2) RuggedComm switches with fiber patch panels
        - One located in the primary signal house
        - One unit in the signal case on the south end of the property
    - Track within the TRAX alignment will function as a negative return for the TPSS.
        - **There is no intention to electrify the rail with 750 Volts; However, RMSS will design the signal system as if the rail were a negative return path on the TRAX segment which includes the use of impedance bonds for negative return locations and insulated joints (IJ's) as applicable
    - One (1) RECO switch heater (Gas Hot Air Blower type) with controls and indications incorporated in the Training Facility TDX control office station
    - Evaluate cable run sizes and distances to ensure proper operation
    - All signal equipment will be housed in a single location and ensure cable run distances are within proper maximums to operate powered switches and gate mechanisms

- Hardware for the “FrontRunner” portion of the facility includes the following:
    - One (1) fully functioning grade crossing with one (1) entrance gate and (1) exit gate
    - A unidirectional GCP predictor circuit with SSCCIII module, track modules, CPU, and all required hardware to simulate a fully functional grade crossing
        - RMSS will provide a GCP configuration
        - RMSS will design the use of dummy loads as needed if the track is not long enough
    - One (1) Exit Gate Management System (EGMS)
        - EGMS hardware will match existing hardware found on the Frontrunner North alignment
        - Loop detector wire
    - One (1) VHLC chassis with appropriate modules in the primary signal house
    - One (1) ElectroLogIXS unit in the FrontRunner signal case on the north end of the property
    - One (1) set cab generator and track interface equipment
    - One (1) signal case on north/east end of property
    - One (1) custom LCP configured for a Frontrunner grade crossing with program/configuration files
        - Local TDX workstation will have the ability to place restrictions on the grade crossing and/or FrontRunner track block
        - LCP will display PTC restrictions
    - Two (2) RuggedComm switches with fiber patch panels
        - One located in the FrontRunner signal case
        - One located in the primary signal house
- Hardware for the Four (4) switch modules
    - Switch modules to be standalone units for switch testing only - not tied into the logic of the interlocking.
        - However, power and control cables will be run to each module. These are separate from the switch machines located inside the interlocking
    - Switch Module Machines
        - Module 1 - H&K
        - Module 2 - T-21
        - Module 3 - 10A Electric Lock
        - Module 4 - TBD

<u>Clarifications</u>

1. This proposal is only for the design phase of the UTA training facility. The long lead material and construction phases of the training facility will be proposals under separate cover once the design is sufficiently complete. No material procurement or construction is included in this scope of work

<u>Assumptions</u>

1. This scope of work and the RMSS design will be based on direction established in the following documents:
    a. *“Signal Design Scope 20220822_Final-JS” dated August 22nd, 2022*
    b. *“Training Yard_Conduit_Detail 20220629 R4” dated June 29th, 2022*

RMSS will review any design revisions to these documents and notify UTA of any changes that impact the cost of developing a design, procurement, or construction. RMSS will provide UTA with proposals to cover additional scope as needed.

2. TDX workstation and server are stand-alone and isolated from JRSC back office
3. TDX licenses and computer hardware will be included in the construction proposal

Exclusions

1. All civil design including track design, drainage, foundations, and underground infrastructure
2. All OCS and traction power design
3. Lightning protection design
4. Ground grid design
5. Issued for Review (IFR) level submittals

This proposal is valid for 60 days, unless extended in writing by RMSS.

If you need any additional information, please don't hesitate to contact us.

Sincerely,

Doug Jones
Project Engineer
Rocky Mountain Systems Services

cc:

Marshall Wilson – RMSS
Ben Smith - RMSS
Anthony Ortolani– RMSS

Procurement lead times may be affected by Covid-19 pandemic
Our pricing is in U.S. Dollars, F.O.B. Salt Lake City UT, and excludes all allowances, taxes, tariffs, licenses, and permits

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Mary DeLoretto, Chief Service Development Officer
PRESENTER(S):	Jared Scarbrough, Director of Capital Construction
	Kyle Stockley, Rail Infrastructure Project Manager

TITLE:

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

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve the change order and authorize the Executive Director to execute the change order and associated disbursements with Mott MacDonald, LLC to increase the not to exceed amount of contract no. 21-03429 by $750,000 per year going forward, bringing the base contract NTE value to $3,300,000 and the total contract NTE value including option years to $6,000,000.

BACKGROUND:
On July 14th 2021, the Board of Trustees approved a contract for vehicle procurement consultant services. The intent of this contract is to support the Light Rail and Commuter Rail overhaul programs including project management and engineering services and to provide support for the various plans UTA is required to submit, such as the vehicle fleet management plans, zero emission plans, and fleet replacement plans. The consultant also provides technical support for Fleet Engineering, Vehicle Maintenance, Grants, and other Capital projects. The contract has a 3-year base period with two additional one-year options to be exercised at UTA's discretion.

Currently, the not to exceed limit of the contract is $600,000 per year. The current 3-year contract value is $1,800,000.

DISCUSSION:
UTA has the potential of moving forward on procuring light rail and commuter rail vehicles beginning in 2023. These projects need additional consultant support, which includes electrical/structural/mechanical/rolling

stock engineers, project management, and commissioning staff.

This request is to raise the not to exceed limits of the current contract by $750,000 per year, which amends the total to $1,350,000 per year for contract years 2 and 3. The total amount for the base period will now be $3,300,000. The grand total not to exceed over five years would be $6,000,000 if both option years were exercised. ($600,000 for year one and $1,350,000 for each of the remaining 4 years.)

If approved, this contract would be in place once the consultant staff is needed to support the rail projects. The funding would not be spent until UTA had the need for the support outlined above.

CONTRACT SUMMARY:

Contractor Name:	Mott MacDonald, LLC
Contract Number:	21-03429-2
Base Contract Effective Dates:	7/2021 to 7/2024 (base contract)
Extended Contract Dates:	7/2-24 to 7/2026 (potential option years)
Existing Contract Value:	$1,800,000
Amendment Amount:	$1,500,000
New/Total Contract Value:	$3,300,000 for base contract, 6,000,000 including option years
Procurement Method:	RFP
Budget Authority:	Capital Projects 2022-2025 Budget

ALTERNATIVES:

If we do not raise the not to exceed amount, UTA will not be able to properly execute the new vehicle procurement projects.

FISCAL IMPACT:

This budget is included in the 2022-2025 Capital Program

ATTACHMENTS:

1) Change Order

DocuSign Envelope ID: 24FC0FE8-84CE-4543-97AA-995B3CE80F63

UTAH TRANSIT AUTHORITY

669 West 200 South
Salt Lake City, UT 84101

November 17, 2022

Mott MacDonald
David Warnock

Sent via email only

Conrad.Fawcett@mottmac.com

RE: Contract 21-03429 Vehicle Program Management Consulting

Contract Modification No. 2

Dear Mr. Fawcett,

The purpose of this letter is to modify the current Vehicle Program Management Consulting Agreement ("Agreement") between Mott MacDonald (consultant) and Utah Transit Authority (UTA) dated July 16, 2021 (UTA Contract Number 21-03429). This Contact is to perform Consulting Services for UTA.

This letter (Modification No. 2) is to increase the not to exceed amount from $600,000 per year to $1,350,000 per year. This is an increase of $750,000 per year for 2 years. The current Contract value is $1,800,000. The new Contract value is $3,300,000.

All other terms and conditions of this contract shall continue in full force and effect.

If you are in agreement with the above referenced amendment, please sign on the line indicated below.

UTAH TRANSIT AUTHORITY

By_____
Jay Fox
Executive Director
Date: _____

By_____
Mary DeLoretto
Chief Service Development Officer
Date: _____

MOTT MACDONALD, LLC

By_____
Conrad Fawcett
Vice President
Date: _____

By_____
David Warnock
Vice President
Date: _____

Approved as to Content and Form

DocuSigned by:
Mike Bell
361F16F858704A9...
11/17/2022

Mike Bell
Assistant Attorney General
UTA Counsel

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Alisha Garrett, Chief Enterprise Strategy Officer
PRESENTER(S): Kyle Brimley, IT Director

TITLE:

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

AGENDA ITEM TYPE:
Procurement Contract/Change Order

RECOMMENDATION:
Approve Modification Number 16 to the Frontrunner Wi-Fi System contract and authorize the Executive Director to execute the contract and associated disbursements with GBS Group for FrontRunner Wi-Fi upgrades in the amount of $328,167.

BACKGROUND:
On October 7, 2015, UTA entered into a five year contract for providing a Front Runner Wi-Fi System and all associated hardware, software, tools, training, documentation, and operation and maintenance. In May 2017 Modification Number Three was executed extending the contract term to April 30, 2022. On May 11, 2022 the Board of Trustees approved Modification Number Fourteen authorizing an extension to the contract through April 30. 2023. Currently, the Wi-Fi System requires an upgrade of equipment from the Transportation Mobile Unit (TMU) to the TMU+, and antenna to 3x3 MIMO antenna. The GBS Group has presented a proposal for the items identified. UTA and the Contractor now desire to modify the Contract Agreement to obtain upgraded Wi-Fi Systems and associated software and hardware for 21 railcars.

* Note: The total value of this contract was reported in error at the time of approval of Modification No. 14. This modification and memo correct the previous error.

DISCUSSION:
This purchase will cover the upgrade of Wi-Fi equipment from the TMU's to the TMU+ and the antennas to 3X3 MIMO antennas. These upgrades allow for improved Cab Car to Trackside network capacity and prepares

the cars for the planned future enhancements. This will be done with our integrator (The GBS Group).

The GBS Group will perform the following functions to support 21 Cab Car Onboard Radwin Car Radio and Antenna Upgrades.

Develop Bill of Material (BOM) to support Cab Car installation.

Site Survey

The existing BOM will be reviewed, and any additional material ordered to support installation.

Material Receipt, Assembly, and Kitting

Upon receiving the equipment, GBS will configure the Transportation Mobile Unit, TMU+ and provide asset information to the OSS (Operational Support System). GBS will prepare all equipment/material for installation; pre-install all mounting brackets to the TMU+ and antennas.

UTA will provide/manufacture the antenna foundations.

Onsite Installation QA/Testing Support

UTA personnel will Assist GBS with the install of equipment on 21 Cab Cars at the Warm Springs Facility. UTA will assist with coordination of roof access to the cars during the installation.

After the physical installation is complete, GBS will conduct QC checks to ensure the OSS can see the new equipment on the network. GBS will run back-office reports to validate the Radwin system is operational.

The outcome of this project is higher data rates and better output quality for our passengers. This also allows us to use the network to provide other opportunities and services for our patrons.

CONTRACT SUMMARY:

Contractor Name:	The GBS Group
Contract Number:	15-1268TH-16
Base Contract Effective Dates:	November 7, 2015 through April 30, 2022
Extended Contract Dates:	April 30, 2022 through April 30, 2023
Existing Contract Value:	$3,446,222.88
Amendment Amount:	$328,167
New/Total Contract Value:	$3,774,389.88
Procurement Method:	Original contract procured through RFP
Budget Authority:	Capital Budget ICI146

ALTERNATIVES:

Not doing the proposed upgrades would mean we stay with the data rates and system that we have now.

FISCAL IMPACT:

1 car Installation Costs:	
Labor associated with kitting, installation, and testing	$5,058
Equipment for 1 Car	$10,569
Total Cost per Car:	**$15,627**

The total for the equipment and installation labor for 21 cars is $ 328,167.

CapEx Project ICI146

ATTACHMENTS:
Modification 016

DocuSign Envelope ID: 7CA36BFE-DDA1-4C77-A260-C6E92475E4BB

MODIFICATION NUMBER SIXTEEN TO CONTRACT UT 15-1268TH

This Modification Number Sixteen (16) to Contract Agreement is hereby entered into and made effective as of the date of the last signature below the ("Effective Date"), by and between UTAH TRANSIT AUTHORITY, a public transit district organized under the laws of the State of Utah, (hereinafter "UTA") and The GBS Group, (hereinafter "Contractor").

RECITALS

WHEREAS, on October 7, 2015 UTA entered into a contract for providing a Front Runner Wi-Fi System and all associated hardware, software, tools, training, documentation, and operation and maintenance; and

WHEREAS, on June 24, 2022 Modification Number Fourteen executed an extension to the Contract Agreement through April 30. 2023; and

WHEREAS, the Wi-Fi System requires an upgrade of equipment from the TMU to the TMU+, and antenna to 3x3 MIMO antenna; and

WHEREAS, the Contractor has presented a proposal for the items identified; and

WHEREAS, UTA and the Contractor now desire to modify the Contract Agreement as set forth herein.

CONTRACT AGREEMENT

NOW, THEREFORE, on the stated Recitals, which are incorporated hereby in reference, and for and in consideration of the mutual covenants and agreements hereafter set forth, the mutual benefits to the parties to be derived here from, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

1. Term: There is no change in the term of the Contract.

2. Changes to Contract Requirements:

The Contractor should provide Antenna Upgrade replacement equipment and including installation labor as identified in GBS proposal #R22-00035 Rev 1 dated May 27, 2022 for Twenty One (21) Cab Cars according to the attached Statement of Work Exhibit 1.

3. Compensation and Fees: The amount of the work as described and accepted in the GBS proposal is $5,058.00 for installation labor, and $10,569.00 per Car. The total number of cars will be Twenty One (21) for a total of $328,167.00. The total value of the contract is increased from $3,446,222.88 by $328,167.00 to a new total not to exceed $3,774,389.88.

DocuSign Envelope ID: 7CA36BFE-DDA1-4C77-A260-C6E92475E4BB

4. Other Terms Remain in Effect: All other terms and conditions remain unchanged.

IN WITNESS WHEREOF, the parties hereto have executed and delivered the Agreement as to the date written above.

THE GBS GROUP:

DocuSigned by:
Michelle DeArmond
796EB34FE6D446...
Michelle DeArmond
Director of Contracts
Date 11/28/2022

UTAH TRANSIT AUTHORITY:

_____
Alisha Garrett
Chief Enterprise Strategic Off
Date

_____
Kyle Brimley
IT Director
Date

DocuSigned by:
Mike Bell
70E33A415BA44F6...
Michael Bell
Assistant Attorney General
Date 11/28/2022

Exhibit 1 to Modification No. 16 to Contract UT15-1268TH

Detailed Statement of Work Breakdown for GBS Proposal No. R21-00035 Rev 1 for UTA Cab Car Install

The GBS Group will perform the following functions to support 21 Cab Car Onboard Radwin Car Radio and Antenna Upgrades.

Develop Bill of Material to support Cab Car installation.

Site Survey
The existing BOM will be reviewed, and any additional material ordered to support installation.

Material Receipt, Assembly, and Kitting
Upon receiving the equipment, GBS will configure the Transportation Mobile Unit, TMU+ and provide asset information to the OSS (Operational Support System). GBS will prepare all equipment/material for installation; pre-install all mounting brackets to the TMU+ and antennas.
UTA will provide/Manufacture the antenna foundations.

Onsite Installation QA/Testing Support
UTA personnel will Assist GBS with the install of equipment on 21 Cab Cars at the Warm Springs Facility. UTA will assist with coordination of roof access to the cars during the installation.

After the physical installation is complete, GBS will conduct QC checks to ensure the OSS can see the new equipment on the network. GBS will run back-office reports to validate the Radwin system is operational.

UTA Onboard Radwin Car Radio and Antenna Upgrades GBS BOM					
Description	Short Name	Qty per Car	Location	Manufacturer	Manf Part #
1-1/2" PCV Non-Metallic Terminal Adapter	Cable gland	2	On Board	Carlion	E943HRL
1-1/2-in Rigid Lock Nut	Lock Nut	1	On Board	Gampak	47105
Silicone Caulk	Silicone	1	On Board	GE	LW5000
Ethernet cable RJ45 to M12 X-Code 12m A End Switch to TMU	12m cable	1	On Board	Phoenix Contact	Custom
Ethernet cable RJ45 to M12 X-Code 30m B End Switch to TMU	30m cable	1	On Board	Phoenix Contact	Custom
RJ45 extension cord	RJ45 extension cord	2	On Board	iGreely	
M12 X-code Male Connector	M12 connector	2	On Board	Phoenix Contact	1417430
RADWIN TMU 500 Transportation Mobile Unit Radio, supporting MIMO 3x3, 80MHz CBW, 256QAM	TMU	2	On Board	Radwin	RW-5R00-0458
Shark Fin Antenna	Antenna	2	On Board	Radwin	RW-9401-5002
LMR-240 Cable	LMR-240	2	On Board		
11-in Nylon Cable Ties	Cable ties	0.25	On Board	Utilitech	SGY-CT41
LMR-400 Cable	1m cable	2	On Board		
N(Male) Crimp on, LMR-400	Connector	6	On Board		

UTA BOM

Description	Qty per Car	Manuf Part #
Shark Fin Tilted Antenna Adapter Plate	4	860-1002-14
Large Antenna Assembly (Lower Center)	1	860-1002-16
Mounting Plate, Combination	2	860-1002-1
Large Antenna Assembly (Top Center)	1	860-1002-11-9A
Antenna Foundation Plate	2	860-1002-8-4
Antenna Foundation Plate Gasket	2	860-1002-8-5

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Bill Greene, Chief Finance Officer
PRESENTER(S): Todd Mills, Director of Supply Chain

TITLE:

Pre-Procurements

- Electronic platform signs and public address (PA) system

AGENDA ITEM TYPE:
Pre-Procurement

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
Utah's Public Transit District Act requires all contracts valued at $200,000 or greater be approved by the UTA Board of Trustees. This informational report on upcoming procurements allows Trustees to be informed and provide input on upcoming procurement projects. Following the bid solicitation and contract negotiation process, final contracts for these projects will come before the board for approval.

DISCUSSION:

- ***Electronic platform signs and PA.*** This is a procurement to replace all electronic platform signs and PA systems. The current Customer Information signs on the rail platforms are over 10 years old and in need of replacement. New LCD signs will be procured and installed on FrontRunner first, and then TRAX thereafter. Several signs from different vendors were brought in to test and evaluate, and after demonstrations to the executive team LCD signs were chosen over LED signs. Announcements will be made through existing PA speakers on FrontRunner instead of the new signs to allow patrons on the platform to hear the announcements, not just those near the signs. On TRAX, PA speakers will need to be procured and installed. Funding for the project is subject to final Board Approval of the 2023 State of Good Repair budget in December (40-2001.67912, ICI1001). We anticipate the procurement and installation will take up to three years to complete. The procurement will be conducted as an RFP and the contract will be for a

term of three years, plus two one-year options. (Req. 11153, Kyle Brimley)

ATTACHMENTS:
None

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director

TITLE:

Fare Agreement: Ski Bus Agreement (Sundance Ski Resort)

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize the Executive Director to enter into a Ski Bus Agreement with Sundance Ski Resort for the 2022-2023 season.

BACKGROUND:
Utah Transit Authority ("UTA") and Sundance Ski Resort ("Resort") have a longstanding relationship to promote the sustainability and growth of the Ski Bus Service in the Provo Canyon. For the past 20 plus years, Sundance Ski Resort and UTA have contracted together to provide transit service to employees and ski pass holders.

In the most recent ski season, 2021-22, Sundance Ski Resort entered into a Ski Bus Agreement with UTA. UTA invoiced the Resort based on the monthly ridership counts using UTA's Electronic Fare Collection ("EFC") ridership counting system. The agreement allowed the Resort's authorized users to ride Ski Bus Service in Provo Canyon. The Resort paid $4.00 per boarding which was a 20 percent discount on the public ski fare of $5.00.

For the 2022-2023 Ski Season, UTA and Sundance Ski Resort will enter into a ski bus agreement wherein UTA will invoice the resort based on a daily rate with a cap. Billing per user will be based on $8.00 per day and resorts will pay no more than $28 per week per user. An authorized user's season pass or employee ID will also act as the holder's transit pass for the ski season.

DISCUSSION:
Staff recommends that UTA enter into a Ski Bus Agreement with Sundance Ski Resort for 2022-2023.

CONTRACT SUMMARY:

Contractor Name:	Sundance Ski Resort
Contract Number:	22-F554
Base Contract Effective Dates:	December 7, 2022 through November 30, 2023
Extended Contract Dates:	NA
Existing Contract Value:	NA
Amendment Amount:	NA
New/Total Contract Value:	$1000
Procurement Method:	NA
Budget Authority:	NA

ALTERNATIVES:
Do not enter an agreement with Sundance and explore other fare options for their employees and season pass holders.

FISCAL IMPACT:
Revenue is estimated to be $1000 and is based on revenue received in the 2021-22 Ski Season

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ATTACHMENTS:
Contract

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SKI BUS PASS AGREEMENT

Sundance Ski Resort
2022-2023

THIS PASS AGREEMENT is made this 7th day of December 2022, between the **UTAH TRANSIT AUTHORITY,** a public transit district organized under the laws of the State of Utah ("Authority" or "UTA") and **SUNDANCE SKI RESORT,** ("Administrator").

WHEREAS The Authority is a public transit district organized under the provisions of the Utah Public Transit District Act that provides public transportation service along the Wasatch Front and is authorized by State law to enter contracts; and

WHEREAS Administrator operates a ski resort in Provo Canyon, sells season passes to the public, and hires employees to assist in the operation of its ski resort; and

WHEREAS Administrator desires to participate in UTA's Pass program pursuant to the terms and conditions described below.

NOW THEREFORE, Administrator and UTA hereby covenant and agree to be bound by the terms and conditions set forth in this Agreement:

DEFINITIONS

A. The term **"Authorized User"** means Administrator's employees and season pass holders who have been issued a Pass in compliance with this Agreement.

B. The term **"Local Service"** means regular fixed route bus, bus rapid transit, Microtransit, Streetcar light rail, and TRAX light rail routes operated by UTA that offer standard public transit service making frequent stops along designated streets, highways, and/or TRAX/Streetcar stations.

C. The term **"Pass"** means a card issued by Administrator to an Authorized User under the terms of this Agreement for use on UTA's transit system.

D. The term **"Ski Bus Service"** means public transit service in Provo Canyon on routes and schedules determined by the Authority.

TERMS AND CONDITIONS

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1. **TERM.** This Pass Agreement shall begin on the date stated above and end November 30, 2023.

2. **PASSES.** Administrator shall issue a Pass for use on UTA's transportation services in the form of a unique electronic micro-chip embedded in an electronic fare card media that complies with UTA's requirements to Authorized Users only. Passes are non- transferrable. Administrator agrees to provide UTA educational information to each Authorized User regarding UTA's Electronic Fare Collection ("EFC") Pass Program Guidelines and Rules, particularly the requirement that Authorized Users tap on prior to boarding and tap off upon alighting.

3. **PASS RECOGNIZED AS TRANSIT FARE.** For the term of this agreement, a Pass issued to an Authorized User under this Agreement, when displayed together with valid photo identification upon request, shall be recognized as full fare when the Authorized User has tapped.

4. **PAYMENT FOR PASSES.** Administrator is responsible for paying the full amount owed to UTA, regardless of whether Administrator receives payment for Passes from a third party. Administrator shall pay the amount invoiced by the due dates identified below. UTA shall charge Administrator a one percent (1%) per month late fee on balances due under this Agreement that remain unpaid forty-five (45) days from date of invoice. Payment can be made in the following forms: Check, ACH, and/or Wire Transfer. Checks should be made payable to UTA and mailed to the following address: Utah Transit Authority, Accounts receivable, 669 West 200 South, Salt Lake City, Utah 84101. ACH/WIRE instructions are available upon request.

   A. Daily. UTA shall issue Administrator an invoice for actual Pass usage each month within seven days after the month ends. Administrator agrees to pay $8.00 for each day the Authorized User travels on UTA Ski Bus service. Administrator may elect to add Local service and FrontRunner service to an Authorized User's Pass by submitting a bulk import file. For passes with Local service, Administrator agrees to pay $5 for each day the Authorized user travels on Local service and does not use Ski Service. For Passes with FrontRunner service, Administrator agrees to pay the public fare rate of those trips in addition to the daily Ski Bus service or Local service fare rates. No transfer credits will be applied to the FrontRunner fare.

   B. Daily with Weekly Cap. UTA shall issue Administrator an invoice for actual Pass usage as described in 4A above, not to exceed $28 per week per Authorized User, each month within seven days after the month ends. The weekly cap excludes FrontRunner fares.

      i. Fares will be determined by the Authority using UTA's EFC system. Passes that are not identified as Season Pass Holder or Employee will be billed at the daily rate described in Section 4A above.

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5. **CONFISCATION AND UNAUTHORIZED USE OF PASS.** UTA shall have the right to confiscate a Pass at any time (without notice to the Administrator) from any person who UTA reasonably believes is not an Authorized User or if UTA reasonably believes the Pass has been duplicated, altered, or used in an unauthorized way. UTA will immediately deactivate confiscated Passes and notify the Administrator. If the Pass is an Administrator-provided card, UTA will return it to Administrator.

6. **RECONCILIATION.** UTA maintains the right, upon reasonable notice, to inspect during regular business hours, all Passes always maintained by Administrator during the term of this Agreement and for a period of one year after the expiration or termination of this Agreement. Administrator shall cooperate with and permit UTA to examine the unissued Passes distributed to Administrator and the Passes sold and to inspect and reconcile all records and accounts pertaining to this agreement monthly

7. **REPORTING**

A. Partner Website. The Authority agrees to provide the following information to Administrator through www.tap2rideuta.com, which may be accessed at any time: (1) Ridership- parameters include a date range with trip counts by Pass number or service type; (2) Active Passes- a count of total active passes; (3) Pass Summary- the current status of each Pass, the Pass number, and property field to the extent completed by Administrator; and (4) Action History- a summary of all changes made to Passes. Administrator may access this information at www.tap2rideuta.com by selecting "reports."

B. Ridership Data. Each monthly billing cycle, UTA agrees to provide Administrator with a report of its' Authorized Users' daily usage on Ski Bus Service during the preceding month.

C. Additional Ridership Data. Subject to Utah Code 17B-2a-815(3)(a), which limits the type of ridership data UTA may disclose to third party administrators, the Authority will provide additional Authorized User ridership data to Administrator upon request. Requests for additional ridership data must be emailed to passprograms@rideuta.com.

D. Administrator Data. Administrator agrees to identify the type of each Pass issued in the property fields on the UTA Third Party Partner Website or the bulk import spreadsheet (employee or season pass-holder). UTA encourages Administrator to provide additional information in the property fields of the UTA Partner Website or bulk import spreadsheet so that the parties can obtain more comprehensive ridership data in connection with the Ski Bus Service.

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E. Monthly Reporting. The Authority will provide Administrator with a monthly report summarizing key information agreed upon by the resorts and UTA in advance. UTA can also provide Administrator with a breakdown of EFC Pass holder usage only if Administrator provides Pass holder information through bulk import.

8. **TERMINATION OF AGREEMENT.** This Agreement may be terminated with or without cause by either party by providing thirty (30) days advance written notice of termination. In the event the Agreement is terminated after UTA begins Service, the amount owed under this Agreement shall be prorated based on the number of days UTA provided the Service.

9. **THIRD PARTY INTERESTS.** No person not a party to this Agreement shall have any rights or entitlements of any nature under it.

10. **ENTIRE AGREEMENT.** This Agreement contains the entire agreement between the parties hereto for the term stated and cannot be modified except by written agreement signed by both parties. Neither party shall be bound by any oral agreement or special arrangements contrary to or in addition to the terms and condition as stated herein.

11. **COSTS AND ATTORNEY'S FEES.** If either party pursues legal action to enforce any covenant of this Agreement, the parties agree that all costs and expenses of the prevailing party incident to such legal action, including reasonable attorneys' fees and court costs shall be paid by the non-prevailing party.

12. **NOTICES.** Except as otherwise indicated, notices to be given hereunder shall be sufficient if given in writing in person or by personal delivery, U.S. mail, or electronic mail. Notices shall be deemed effective and complete at the time of receipt, provided that the refusal to accept delivery shall be construed as receipt for purposes of this Agreement.

If to:

Administrator:_____	Utah Transit Authority
Name:_____	Kensey Kunkel
Address:_____	669 South 200 West
City, State, Zip:_____	Salt Lake City, Utah 84101
Email:_____	kkunkel@rideuta.com
Phone:_____	801-741-8806

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Either party may change the address at which such party desires to receive written notice by giving written notice of such change to the other party. Any such notice shall be deemed to have been given, and shall be effective, on delivery to the notice address then applicable for the party to which the notice is directed, provided, however, that refusal to accept delivery of a notice or the inability to deliver a notice because of an address change which was not properly communicated shall not defeat or delay the giving of a notice.

13. **INTENT TO BE LEGALLY BOUND.** The undersigned parties have duly caused this Agreement to be executed and any individual signatories executing on behalf of a governmental entity, corporation or limited liability company are duly authorized by his or her respective governmental entity, corporation, or limited liability company employer to execute this Agreement.

14. **NON-DISCRIMINATION**. Administrator agrees that it shall not exclude any individual from participation in or deny any individual the benefits of this Agreement, based on race, color, national origin, creed, sex, or age in accordance with the requirements of 49 U.S.C. 5332.

15. **DEFAULT.** In the event that either party fails to perform any of the terms and conditions required to be performed pursuant to this Agreement, and upon fifteen (15) days' notice of such failure to perform, the non-defaulting party under this agreement may terminate this Agreement. In the event that Administrator fails to pay UTA, Administrator shall be liable for not only amounts due under this Agreement, but also collection costs including court costs and reasonable attorney's fees.

16. **SUCCESSORS AND ASSIGNS.** This agreement shall not be assigned without the written consent of the other party. This agreement with all its terms and provision shall be binding and inure to the benefit of any permitted successors and assigns of the parties hereto.

17. **AMENDMENTS.** This Agreement may not be modified or terminated orally, and no claimed modification, rescission or waiver shall be binding upon either party unless in writing signed by a duly authorized representative of each party.

18. **INDEMNIFICATION.** The parties mutually agreed to indemnify, defend, and hold harmless the other party, its directors, officers, agents, and employees against all claims, actions, debts or loss to the extent arising from a breach of a covenant, or other breach or default by the indemnifying party under this Agreement. The Parties recognize and acknowledge that UTA is a public or governmental agency or entity covered under the provisions of the Utah Governmental Immunity Act as set forth in Sections 63-30-1 to 63-30-38, Utah Code Annotated 1953, as amended, and the limits of liability therein described. UTA does not waive any legal defense or benefit available to it under applicable law. Both parties agree to cooperate in good faith in resolving any disputes that may arise under this Agreement.

19. **GOVERNING LAW**. This Agreement and all transactions contemplated hereunder and/or evidenced hereby shall be governed by and construed under and enforced in accordance with the laws of the State of Utah without giving effect to any choice oflaw or conflict of law rules or provisions.

20.

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21. **WAIVER.** The waiver by either party of any of the covenants as contained in this Agreement shall not be deemed a waiver of such party's rights to enforce the same or any other covenant herein, and the rights and remedies of the parties hereunder shall be in addition to, and not in lieu of, any right or remedy as provided by law.

22. **NO PRECEDENT**. Both Parties acknowledge that this agreement is applicable only until the contract Term date as stated in section 1, above, and that a new agreement including new terms and conditions will need to be negotiated for future ski resort service. This agreement does not set a precedent for those future agreements.

In WITNESS WHEROF, the undersigned parties have executed this Agreement the date and year above written.

UTAH TRANSIT AUTHORITY:

_____ Date
By:
Title:

_____ Date
By:
Title:

ADMINISTRATOR:

_____ Date
By:
Title:

Approved as to Form:

DocuSigned by:
Mike Bell Date 11/21/2022
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By:
Title:

DocuSign Envelope ID: C627C5BC-34E7-4A9E-9502-8A10ECC45F17

EXHIBIT A
Pass Program Account Setup

Section 1: Partner Information

Administrator: _____
Address: _____
_____
City, State, Zip _____

Section 2: Contact Information

Name: _____
Title _____
Phone: _____
Email: _____

Section 3: Designated Transit Coordinator *(For additional Coordinator, please submit names and email addresses to efcoperations@rideuta.com)*

Name: _____
Title _____
Phone: _____
Email: _____

Section 4: Billing Information:

Method (Check One)		**Email or Mailing Address**
Email ☐	Mail ☐	

Payment Type (Check One)		
ACH ☐	Wire ☐	Check ☐

*ACH/WIRE Instructions are available upon request

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Section 5: Programs and Pricing

☐ **Daily**

Description: Monthly payment required from employer to UTA, invoiced at the end of each month and based on daily usage, see section 5A for additional details.

Please indicate below the authorized user group or groups that will be participating in the program:

☐ **Season Pass Holders**

☐ **Employees**

X Daily with Weekly Cap

Description: Monthly payment required from employer to UTA, invoiced at the end of each month and based on daily usage not to exceed a weekly cap of $28 per week per authorized user, see section 5B for additional details. Requires 100% participation by season pass holders and/or 100% participation by employees.

Please indicate below the authorized user group or groups that will be participating in the program:

X Season Pass Holders

X Employees

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director

TITLE:

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

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize UTA to enter into Ski Bus Agreement - Amendment 1 to contract number 21-F0211 with Alta Ski Resort Company

BACKGROUND:
Utah Transit Authority (UTA) and Alta Ski Resort Company (Alta) have a longstanding relationship to promote the sustainability and growth of the Ski Bus Service in the Cottonwood Canyons. For the past 20 plus years, Alta and UTA have contracted together to provide transit service to employees and ski pass holders.

For the 2021-2022 Ski Season, UTA and Alta entered a ski bus agreement that was billed in two ways based on the authorized user segment: Season Pass Holder or Employees. The base agreement was approved by the Board of Trustees on September 8, 2021.

A. Season Pass Holder

- UTA invoiced Alta for transit use by the resort's season pass holders based on a daily rate of $8.

B. Employees

- UTA invoiced Alta based on a daily rate with a cap. Billing will be based on $8.00 per day and resorts will pay no more than $28 per week.

The Ikon Ski Pass (Ikon) is a ski pass allowing the holder access to multiple ski resorts in Utah and across the nation, including access to Alta. Since the inception of Ikon, Solitude Ski Resort has paid all fares associated

with use of the Ikon pass, regardless of the pass holder's destination.

For the upcoming Ski Season (2022-23), trips taken by Ikon pass holders will be allocated and billed to each resort based upon an agreed upon methodology as stated in Amendment no. 1. This will result in lower revenues from Solitude and increased Ikon related revenues from the other resorts, like Alta.

DISCUSSION:
Staff recommends that UTA enter into a Ski Bus Agreement- Amendment 1 with Alta Ski Resorts Company for the 2022-23 Ski Season.

CONTRACT SUMMARY:

Contractor Name:	Alta Ski Resorts Company
Contract Number:	22-F0211-A1
Base Contract Effective Dates:	November 1, 2021 - April 30, 2022
Extended Contract Dates:	December 7, 2022 - November 30, 2023
Existing Contract Value:	$70,000
Amendment Amount:	$50,000 - $70,000
New/Total Contract Value:	$120,000 - $140,000
Procurement Method:	NA
Budget Authority:	NA

ALTERNATIVES:
Do not enter an agreement with Alta Ski Resorts Company and renegotiate the contract terms

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FISCAL IMPACT:
Revenue, inclusive of Alta Ski Resorts authorized users and Ikon Pass Usage to Alta Resort, is anticipated to be between $50,000 and $70,000 for the 2022-23 Ski Season. This is a decrease of about $20,000 as compared to the previous Ski Season revenue. This is due to the anticipated effects of service changes to ski routes resulting from the current Bus Operator shortage.

ATTACHMENTS:
Amendment 1

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Amendment One
and Reinstatement
of
Alta Ski Lifts Company
SKI BUS PASS AGREEMENT

This Amendment 1 to the Ski Bus Pass Agreement (this "**Amendment**") is entered into as of December 7, 2022 (the "**Amendment Effective Date**") by and between Alta Ski Lifts Company, ("Administrator") and Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("**UTA**"). Administrator and UTA are sometimes referred to herein collectively as the "**Parties**" or individually as a "**Party**".

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Administrator and UTA agree as follows:

1. TERM. This Agreement, which expired on April 30, 2022, by this Amendment One, is hereby reinstated for a new term effective December 7, 2022 and continue in full force until November 30, 2023

2. PAYMENT FOR PASSES
    a. Ikon Passes
        i. Use of passes designated as "Ikon" in the property fields in the electronic fare system ("Ikon Pass"), and normally paid for by Solitude Ski Resort, shall be billed to each resort.
        ii. Administrator agrees to pay for trips by Ikon Pass holders to travel to the administrator's resort. Total trips taken will be billed to each resort based on the Ski APC-EFC Report that is emailed to the resort each month by the Fare's Department.
        iii. Ikon Passes will be billed monthly and based on daily usage not to exceed a weekly cap of $28, see Section 5B of the base contract for additional details.
        iv. Ikon Passes will be valid fare on Ski Bus, Regular Bus, TRAX, and Streetcar.

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IN WITNESS WHEREOF, the parties have executed this Amendment as of the Amendment Effective Date.

ADMINISTRATOR

By:_____ Date:_____

Name:_____

Title:_____

UTAH TRANSIT AUTHORITY

By:_____ Date:_____
Name:
Title:

By:_____ Date:_____
Name:
Title:

Approved as to Form:

DocuSigned by:
Mike Bell
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Michael Bell
Assistant Attorney General
Counsel
For UTA

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director

TITLE:

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

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize UTA's Executive Director to enter into Ski Bus Agreement - Amendment 2 to contract number 22-F0212 with Snowbird Ski Resort, LLC

BACKGROUND:
Utah Transit Authority (UTA) and Snowbird Ski Resort, LLC have a longstanding relationship to promote the sustainability and growth of the Ski Bus Service in the Cottonwood Canyons. For the past 20 plus years, Snowbird Ski Resort, LLC and UTA have contracted together to provide transit service to employees and ski pass holders.

The base agreement was approved by the Board of Trustees on September 8, 2021, and Amendment 1, extending the terms of the contract to provide service access to the Resort's summer employees, was approved on August 10, 2022.

For the 2021-2022 Ski Season, UTA and Snowbird Ski Resort, LLC entered into a ski bus agreement that was billed in two ways based on the authorized user segment: Season Pass Holder or Employees.

A. Season Pass Holder

- UTA invoiced Snowbird Ski Resort, LLC for transit use by the resort's season pass holders based on a daily rate of $8.

B. Employees

- UTA invoiced the resort based on a daily rate with a cap. Billing will be based on $8.00 per day and resorts will pay no more than $28 per week per employee.

The Ikon Ski Pass (Ikon) is a ski pass allowing the holder access to multiple ski resorts in Utah and across the nation, including access to Snowbird. Since the inception of Ikon, Solitude Ski Resort has paid all fares associated with use of the Ikon pass for Utah resorts, regardless of the pass holder's destination.

For the upcoming Ski Season (2022-23), trips taken by Ikon pass holders will be allocated and billed to each resort based upon an agreed upon methodology as stated in Amendment no. 2. This will result in lower revenues from Solitude and increased Ikon related revenues from the other resorts, like Snowbird.

DISCUSSION:
Staff recommends that UTA enter into a Ski Bus Agreement- Amendment 2 with Snowbird Ski Resort, LLC for the 2022-23 Ski Season.

CONTRACT SUMMARY:

Contractor Name:	Snowbird Ski Resort, LLC
Contract Number:	22-F0212-A2
Base Contract Effective Dates:	November 1, 2021 - November 30, 2022
Extended Contract Dates:	December 7, 2022 - November 30, 2023
Existing Contract Value:	$269,200
Amendment Amount:	$166,000-$220,000
New/Total Contract Value:	$435,200-$489,200
Procurement Method:	NA
Budget Authority:	NA

ALTERNATIVES:
Do not enter an agreement with Snowbird Ski Resort, LLC and renegotiate the contract terms

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FISCAL IMPACT:
Revenue, inclusive of Snowbird authorized users and Ikon Pass Usage to Snowbird Resort, is anticipated to be between $166,000 and $220,000. This is a decrease of $49,200-$103,200 as compared to the previous ski season. This is due to the anticipated effects of the December 2022 service changes to ski routes resulting from the current Bus Operator shortage.

ATTACHMENTS:
Amendment 2

Amendment Two
and Reinstatement
of
Snowbird Ski Resort, LLC
SKI BUS PASS AGREEMENT

This Amendment 1 to the Ski Bus Pass Agreement (this "**Amendment**") is entered into as of December 7, 2022 (the "**Amendment Effective Date**") by and between Snowbird Ski Resort, LLC, ("Administrator") and Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("**UTA**"). Administrator and UTA are sometimes referred to herein collectively as the "**Parties**" or individually as a "**Party**".

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Administrator and UTA agree as follows:

1. TERM. This Agreement, which expired on April 30, 2022, by this Amendment One, is hereby reinstated for a new term effective December 7, 2022 and continue in full force until November 30, 2023

2. PAYMENT FOR PASSES
    a. Ikon Passes
        i. Use of passes designated as "Ikon" in the property fields in the electronic fare system ("Ikon Pass"), and normally paid for by Solitude Ski Resort, shall be billed to each resort.
        ii. Administrator agrees to pay for trips by Ikon Pass holders to travel to the administrator's resort. Total trips taken will be billed to each resort based on the Ski APC-EFC Report that is emailed to the resort each month by the Fare's Department.
        iii. Ikon Passes will be billed monthly and based on daily usage not to exceed a weekly cap of $28, see Section 5B of the base contract for additional details.
        iv. Ikon Passes will be valid fare on Ski Bus, Regular Bus, TRAX, and Streetcar.

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IN WITNESS WHEREOF, the parties have executed this Amendment as of the Amendment Effective Date.

ADMINISTRATOR

By: [signature] Date: 11/14/22

Name: David Fields

Title: President / GM

UTAH TRANSIT AUTHORITY

By:_____ Date:_____

Name:
Title:

By:_____ Date:_____

Name:
Title:

Approved as to Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...

Michael Bell
Assistant Attorney General
Counsel
For UTA

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director

TITLE:

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

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize the Executive Director to enter Ski Bus Agreement-Amendment 1 to contract number 21-F0213 with Solitude Mountain Resort.

BACKGROUND:
Utah Transit Authority (UTA) and Solitude Mountain Resort (Solitude) have a longstanding relationship to promote the sustainability and growth of the Ski Bus Service in the Cottonwood Canyons. For the past 20 plus years, Solitude Mountain Resort and UTA have contracted together to provide transit service to employees and ski pass holders.

For the 2021-2022 Ski Season, UTA and Solitude Mountain Resort entered a ski bus agreement to provide transit access to all employees and season pass holders. UTA invoiced the resort based on a daily rate with a cap. Billing was $8.00 per day and the resort paid no more than $28 per authorized user. The agreement was approved by the Board of Trustees on September 8, 2021.

The Ikon Ski Pass (Ikon) is a ski pass allowing the holder access to multiple ski resorts in Utah and across the nation, including unlimited access to Solitude. The only Season Pass offered by Solitude is the Ikon Pass. Since the inception of Ikon, Solitude has paid for all ski trips in Utah associated with the Ikon pass, regardless of the destination - including other Cottonwood Canyon Resorts.

For the upcoming Ski Season (2022-23), the trips taken by Ikon pass holders will be allocated and billed by resort based upon an agreed upon method as stated in Amendment no. 1. This will result in lower revenues from Solitude with anticipated offsets in revenue from the other resorts that are destinations for Ikon pass

holders.

DISCUSSION:
Staff recommends that UTA extend the Ski Bus Agreement with Solitude Mountain Resort through Amendment 1.

CONTRACT SUMMARY:

Contractor Name:	Solitude Mountain Resort
Contract Number:	21-F0213-A1
Base Contract Effective Dates:	November 30, 2021 through April 30, 2022
Extended Contract Dates:	December 7, 2022 through November 30, 2023
Existing Contract Value:	$417,000
Amendment Amount:	$240,000-$300,000
New/Total Contract Value:	$657,000-$717,000
Procurement Method:	NA
Budget Authority:	NA

ALTERNATIVES:
Do not approve the agreement and forgo revenue and ridership

FISCAL IMPACT:
Revenue specific to Solitude is anticipated to be between $240,000 and $300,000 for the 2022-23 Ski Season. This is a decrease of $117,000-$177,000 as compared to the previous ski season. This is due in part to the distribution of payment for Ikon Pass Trips to other Cottonwood Resorts. Additionally, revenue may decrease due to the anticipated effects of service changes to ski routes resulting from the current Bus Operator shortage.

ATTACHMENTS:
Amendment 1

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Amendment One
and Reinstatement
of
Solitude Mountain Resort
SKI BUS PASS AGREEMENT

This Amendment 1 to the Ski Bus Pass Agreement (this "**Amendment**") is entered into as of December 7, 2022 (the "**Amendment Effective Date**") by and between Solitude Mountain Resort, ("Administrator") and Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("**UTA**"). Administrator and UTA are sometimes referred to herein collectively as the "**Parties**" or individually as a "**Party**".

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Administrator and UTA agree as follows:

1. TERM. This Agreement, which expired on April 30, 2022, by this Amendment One, is hereby reinstated for a new term effective December 7, 2022 and continue in full force until November 30, 2023

2. PAYMENT FOR PASSES
    a. Ikon Passes
        i. Use of passes designated as "Ikon" in the property fields in the electronic fare system ("Ikon Pass"), and normally paid for by Solitude Ski Resort, shall be billed to each resort.
        ii. Administrator agrees to pay for trips by Ikon Pass holders to travel to the administrator's resort. Total trips taken will be billed to each resort based on the Ski APC-EFC Report that is emailed to the resort each month by the Fare's Department.
        iii. Ikon Passes will be billed monthly and based on daily usage not to exceed a weekly cap of $28, see Section 5B of the base contract for additional details.
        iv. Ikon Passes will be valid fare on Ski Bus, Regular Bus, TRAX, and Streetcar.

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DocuSign Envelope ID: D702F667-05B3-41E5-AA2D-97DEF39A9884

IN WITNESS WHEREOF, the parties have executed this Amendment as of the Amendment Effective Date.

ADMINISTRATOR

By: DocuSigned by: Amber L. Broadaway 7E93705B28FB444... Date: 11/9/2022

Name: Amber L. Broadaway

Title: President/COO

UTAH TRANSIT AUTHORITY

By:_____ Date:_____

Name:

Title:

By:_____ Date:_____

Name:

Title:

Approved as to Form:

DocuSigned by: Mike Bell 70E33A415BA44F6...

Michael Bell
Assistant Attorney General
Counsel
For UTA

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Monica Morton, Fares Director

TITLE:

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

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize UTA to enter into Ski Bus Agreement - Amendment 1 to contract number 21-F0214 with Brighton Ski Resort

BACKGROUND:
Utah Transit Authority (UTA) and Brighton Ski Resort (Brighton) have a longstanding relationship to promote the sustainability and growth of the Ski Bus Service in the Cottonwood Canyons. For the past 20 plus years, Brighton Ski Resort and UTA have contracted together to provide transit service to employees and ski pass holders.

For the 2021-2022 Ski Season, UTA and Brighton Ski Resort entered a ski bus agreement that was billed in two ways based on the authorized user segment: Season Pass Holder or Employees. The base agreement was approved by the Board of Trustees on September 8, 2021.

A. Season Pass Holder

- UTA invoiced Brighton Ski Resort for transit use by the resort's season pass holders based on a daily rate of $8.

B. Employees

- UTA invoiced the resort based on a daily rate with a cap. Billing will be based on $8.00 per day and

resorts will pay no more than $28 per week.

The Ikon Ski Pass (Ikon) is a ski pass allowing the holder access to multiple ski resorts in Utah and across the nation, including access to Brighton. Since the inception of Ikon, Solitude Ski Resort has paid all fares associated with use of the Ikon pass for Utah resorts, regardless of the pass holder's destination.

For the upcoming Ski Season (2022-23), trips taken by Ikon pass holders will be allocated and billed by resort based upon an agreed upon methodology as stated in Amendment no. 1. This will result in lower revenues from Solitude and increased Ikon related revenues from the other resorts, like Brighton.

DISCUSSION:
Staff recommends that UTA enter into a Ski Bus Agreement- Amendment 1 with Brighton Ski Resort for the 2022-23 Ski Season.

CONTRACT SUMMARY:

Contractor Name:	Brighton Ski Resort
Contract Number:	21-F0214-A1
Base Contract Effective Dates:	November 1, 2021 - April 30, 2021
Extended Contract Dates:	December 7, 2022 - November 30, 2023
Existing Contract Value:	$110,800
Amendment Amount:	$87,000 - $122,000
New/Total Contract Value:	$197,800 - $232,800
Procurement Method:	NA
Budget Authority:	NA

ALTERNATIVES:
Do not enter an agreement with Brighton Ski Resort and renegotiate the contract terms.

FISCAL IMPACT:
Revenue, inclusive of Brighton authorized users and Ikon Pass Usage to Brighton Resort, is anticipated to be between $87,000 and $122,000 for the 2022-23 Ski Season. Which may result in a slight decrease of $11,200 as compared to the previous Ski Season. This is due to the anticipated effects of the December 2022 service changes to ski routes resulting from the current Bus Operator shortage.

ATTACHMENTS:
Amendment 1

Amendment One
and Reinstatement
of
Brighton Ski Resort
SKI BUS PASS AGREEMENT

This Amendment 1 to the Ski Bus Pass Agreement (this "**Amendment**") is entered into as of December 7, 2022 (the "**Amendment Effective Date**") by and between Brighton Ski Resort, ("Administrator") and Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("**UTA**"). Administrator and UTA are sometimes referred to herein collectively as the "**Parties**" or individually as a "**Party**".

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Administrator and UTA agree as follows:

1. TERM. This Agreement, which expired on April 30, 2022, by this Amendment One, is hereby reinstated for a new term effective December 7, 2022 and continue in full force until November 30, 2023

2. PAYMENT FOR PASSES
    a. Ikon Passes
        i. Use of passes designated as "Ikon" in the property fields in the electronic fare system ("Ikon Pass"), and normally paid for by Solitude Ski Resort, shall be billed to each resort.
        ii. Administrator agrees to pay for trips by Ikon Pass holders to travel to the administrator's resort. Total trips taken will be billed to each resort based on the Ski APC-EFC Report that is emailed to the resort each month by the Fare's Department.
        iii. Ikon Passes will be billed monthly and based on daily usage not to exceed a weekly cap of $28, see Section 5B of the base contract for additional details.
        iv. Ikon Passes will be valid fare on Ski Bus, Regular Bus, TRAX, and Streetcar.

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IN WITNESS WHEREOF, the parties have executed this Amendment as of the Amendment Effective Date.

ADMINISTRATOR

By DocuSigned by: FFC0414D54AA4CB... Date: 11/16/2022

Name: Mike Doyle Jr.

Title: general manager

UTAH TRANSIT AUTHORITY

By:_____ Date:_____

Name:

Title:

By:_____ Date:_____

Name:

Title:

Approved as to Form:

DocuSigned by: Mike Bell 70E33A415BA44F6...

Michael Bell
Assistant Attorney General
Counsel
For UTA

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Jonathan Salazar, Interim Regional Manager - Mt. Ogden

TITLE:

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

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Approve this contract and authorize the Executive Director to execute Amendment 3 to the Ski Bus Agreement with Snowbasin Resort Company

BACKGROUND:
Utah Transit Authority and Snowbasin Resort Company ("the Resort") have a longstanding relationship to promote the sustainability and growth of the Ski Bus Service. For over 20 years, the Resort has contracted with UTA to provide transit service to employees and Ski Pass holders.

For the 2021-22 Ski Season, Snowbasin Resort Company and UTA entered into Ski Bus Agreement Amendment 1 (approved by the board of trustees on December 1, 2021). As part of the agreement, the Resort received transit passes to be given to their authorized users which included employees and season pass holders. The value of the contract for the 2021-22 Ski Season was $46,381. In April of 2022 UTA and Snowbasin Resort entered into Amendment 2 to extend a certain route covered under the contract for one additional week of service through Sunday, April 3, 2022. The value of Amendment 2 was $2,487.

DISCUSSION:
In the spirit of Snowbasin and UTA's working relationship, both partners desire to extend the contract one more year through amendment 3. The value of the service provided December 10, 2022 through March 26, 2023 shall be $74,611. UTA and the Resort may mutually agree to extend the dates of service based on a pre-

determined rate as listed in Amendment 3. All other terms and conditions shall remain unchanged.

CONTRACT SUMMARY:

Contractor Name:	Snowbasin Resort Company
Contract Number:	20-F0152-A3
Base Contract Effective Dates:	December 1, 2020 through March 27, 2022
Extended Contract Dates:	December 7, 2022 Through March 26, 2023
Existing Contract Value:	$95,164
Amendment Amount:	$74,611
New/Total Amount Contract Value:	$169,775
Procurement Method:	NA
Funding Sources:	Snowbasin Resort Company

ALTERNATIVES:

Do not enter into an agreement with Snowbasin Resort Company and forego revenue and ridership.

FISCAL IMPACT:

Additional $28,230 in operational revenue as compared to the previous ski season.

ATTACHMENTS:

Amendment 3

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Amendment Three and Reinstatement of
Snowbasin Resort Company
SKI BUS PASS AGREEMENT

This Amendment 3 to the Ski Bus Pass Agreement (this "**Amendment**") is entered into as of December 7, 2022 (the "**Amendment Effective Date**") by and between Snowbasin Resort Company, ("Administrator") and Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("**UTA**"). Administrator and UTA are sometimes referred to herein collectively as the "**Parties**" or individually as a "**Party**".

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Administrator and UTA agree as follows:

1. TERM. This Agreement, which expired on April 3, 2022, by this Amendment Three, is hereby reinstated for a new term effective December 7, 2022 and continue in full force until March 26, 2023

2. EXHIBITS.

    a. Exhibit 1 of Exhibit A shall be removed. The routes and service times for Route 675 will be consistent with public information as shared on rideuta.com.

    b. Exhibit B- "Base Purchase Price" of the original agreement shall be $74,611

        i. Dates of Service shall be December 10th to March 26th and will include eighty-five (85) regular service days and twenty-two (22) peak days

        ii. Parties may mutually agree to extend dates of service at the rate of:
            1. Peak Days: $933.00
            2. Regular Days: $713.00

3. All other terms and conditions shall remain unchanged.

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DocuSign Envelope ID: D4972011-A871-4831-BEAA-0DAC2AE30473

IN WITNESS WHEREOF, the parties have executed this Amendment as of the Amendment Effective Date.

ADMINISTRATOR

By:_____Date:_____

Name:_____

Title:_____

UTAH TRANSIT AUTHORITY

By:_____Date:_____
Name:
Title:

By:_____Date:_____
Name:
Title:

Approved as to Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...

Michael Bell
Assistant Attorney General
Counsel |
For UTA

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: William Greene, Chief Financial Officer
PRESENTER(S): Jonathan Salazar, Acting Regional General Mgr- Mt. Ogden

TITLE:

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

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize the Executive Director to execute Amendment 2 to the Ski Bus Service Agreement number 20-F0151 with SMHG Management/Powder Mountain.

BACKGROUND:
Utah Transit Authority and SMHG Management/Powder Mountain ("the Resort") have a longstanding relationship to promote the sustainability and growth of the Ski Bus Service. For the past 20 plus years, the resort and UTA have contracted together to provide transit service to employees and ski pass holders.

For the 2021-22 Ski Season, SMHG Management/Powder Mountain and UTA entered into a Ski Bus Agreement Amendment 1 (approved by the board on December 8, 2021). As part of the agreement, the Resort received transit passes to be given to their authorized users which included employees and season pass holders. The value of the contract for the 2021-22 ski Season was $57,438.

DISCUSSION:
In the spirit of SMHG Management/Powder Mountain and UTA's working relationship, both partners desire to extend the contract 1 more year through contract amendment 2. The value of the service provided December 10, 2022, through March 26, 2023 shall be $58,724. UTA and the Resorts may mutually agree to extend the dates of service based on a pre-determined rate as listed in Amendment 2. All other terms and conditions shall remain unchanged.

CONTRACT SUMMARY:

Contractor Name:	SMHG Management/Powder Mountain
Contract Number:	20-F0151-A2
Base Contract Effective Dates:	December 1, 2020 through April 27, 2022
Extended Contract Dates:	December 7, 2022 through March 26, 2023
Existing Contract Value:	$114,876
Amendment Amount:	$58,724
New/Total Amount Contract Value:	$173,600
Procurement Method:	NA
Funding Sources:	SMHG Management/Powder Mountain

ALTERNATIVES:

Do not enter into an agreement with SMHG Management/Powder Mountain and forego revenue and ridership

FISCAL IMPACT:

Revenue from SMHG/Powder Mountain for the 2022-23 Ski Season will increase by $1,286 as compared to the previous ski season.

ATTACHMENTS:

Amendment 2

Amendment Two
and Reinstatement
of
SMHG Management LLC
SKI BUS PASS AGREEMENT

This Amendment 2 to the Ski Bus Pass Agreement (this "**Amendment**") is entered into as of December 7, 2022 (the "**Amendment Effective Date**") by and between SMHG Management LLC, ("Administrator") and Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("**UTA**"). Administrator and UTA are sometimes referred to herein collectively as the "**Parties**" or individually as a "**Party**".

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Administrator and UTA agree as follows:

1. TERM. This Agreement, which expired on March 27, 2022, by this Amendment Two, is hereby reinstated for a new term effective December 7, 2022 and continue in full force until March 26, 2023

2. EXHIBITS.

    a. Exhibit 1 of Exhibit A shall be removed. The routes and service times for Route 674 will be consistent with public information as shared on rideuta.com.

    b. Exhibit B- "Base Purchase Price" of the original agreement shall be $58,724

        i. Dates of Service shall be December 10th to March 26th and will include eighty-five (85) regular service days and twenty-two (22) peak days

        ii. Parties may mutually agree to extend dates of service at the rate of:
            1. Peak Days: $694.00
            2. Regular Days: $613.00

3. All other terms and conditions shall remain unchanged.

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IN WITNESS WHEREOF, the parties have executed this Amendment as of the Amendment Effective Date.

ADMINISTRATOR

By:_____ Date:_____

Name:_____

Title:_____

UTAH TRANSIT AUTHORITY

By:_____ Date:_____
Name:
Title:

By:_____ Date:_____
Name:
Title:

Approved as to Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...

Michael Bell
Assistant Attorney General
Counsel
For UTA

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	William Greene, Chief Financial Officer
PRESENTER(S):	Jonathan Salazar, Acting Regional General Mgr - Mt. Ogden

TITLE:

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

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Approve amendment 3 and authorize the Executive Director to execute the Ski Bus Agreement with Davis County.

BACKGROUND:
Utah Transit Authority and Davis County ("the County") have a longstanding relationship to promote the sustainability and growth of the Ski Bus Service. For the past 20 plus years, the resort and UTA have contracted together to provide transit service to Employees and Ski Pass holders. On December 4, 2019 the board approved and Davis County entered into a Ski Bus Service Agreement with UTA for the 2019-2020 ski season and included three (3) one-year options to renew the contract.

For the 2020-21 Ski Season, Davis County and UTA executed Amendment 1 for the first renewal year (approved by the board on December 2, 2020). For the 2021-22 Ski Season, Davis County and UTA executed Amendment 2 for the second renewal year (approved by the board on December 8, 2021).

UTA is proposing to pay 60 percent of the operating costs for this service, with Morgan and Davis Counties splitting the remaining 40 percent based on the existing cost allocation methodology. The resulting 2022-23 contract cost to Davis County will be $43,839.

DISCUSSION:
UTA and Davis County have agreed to renew the 2021-2022 contract term found in section one of the contract

for the 2022-23 Ski Season. This is the third renewal option that Davis County has exercised. Davis County will fund a portion of the operating cost of the ski bus service between Layton FrontRunner Station and Snowbasin Ski Resort. UTA will provide EFC Passes to be used by Resort Employees and Season Pass Holders on Ogden Ski Bus Service.

CONTRACT SUMMARY:

Contractor Name:	Davis County
Contract Number:	19-03181-A3
Base Contract Effective Dates:	December 14, 2019 through March 27, 2022
Extended Contract Dates:	December 10, 2022 through March 26, 2023
Existing Contract Value:	$201,393
Amendment Amount:	$43,839
New/Total Amount Contract Value:	$245,232
Procurement Method:	NA
Funding Sources:	Davis County

ALTERNATIVES:

Do not enter into an agreement with Davis County and forego revenue and ridership

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FISCAL IMPACT:

Additional $43,839 in operational revenue, which represents an increase of about $6,500 as compared to the previous year's revenue.

ATTACHMENTS:

1. Amendment 3

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Amendment Three and Reinstatement of
Davis County
SERVICE AGREEMENT

This Amendment 3 to the Service Agreement (this "**Amendment**") is entered into as of December 7, 2022 (the "**Amendment Effective Date**") by and between Davis County, ("Administrator") and Utah Transit Authority, a public transit district organized under the laws of the State of Utah ("**UTA**"). Administrator and UTA are sometimes referred to herein collectively as the "**Parties**" or individually as a "**Party**".

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Administrator and UTA agree as follows:

1. TERM. This Agreement, which expired on March 28, 2022, by this Amendment Three, is hereby reinstated for a new term effective December 7, 2022, and continue in full force until March 26, 2023

2. Article 4. Dates of service shall be December 10, 2022, through March 26, 2023. This includes 85 regular days and 22 peak days for a total of 107 service days.

3. Article 6- (Consideration). UTA shall invoice and Davis County shall pay to UTA the amount of $43,839. All remaining provisions of Article 6 remain unchanged by this amendment.

4. All other terms and conditions shall remain unchanged.

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DocuSign Envelope ID: 484662A6-39C0-4B9C-B03B-3709B09ABFC5

IN WITNESS WHEREOF, the parties have executed this Amendment as of the Amendment Effective Date.

ADMINISTRATOR

By:_____Date:_____

Name:_____

Title:_____

UTAH TRANSIT AUTHORITY

By:_____Date:_____
Name:
Title:

By:_____Date:_____
Name:
Title:

Approved as to Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...

Michael Bell
Assistant Attorney General
Counsel |
For UTA

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	William Greene, Chief Financial Officer
PRESENTER(S):	Jonathan Salazar, Acting Regional General Mgr - Mt. Ogden

TITLE:

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

AGENDA ITEM TYPE:
Service or Fare Approval

RECOMMENDATION:
Authorize the Executive Director to execute Modification 1 to Amendment 2 to the ski bus service agreement with Morgan County

BACKGROUND:
Utah Transit Authority and Morgan County have a longstanding relationship to promote the sustainability and growth of the Ski Bus Service. On December 4, 2019 the board approved a Ski Bus Service Agreement between Morgan County and UTA for the 2019-2020 ski season that included two (2) one-year options to renew the contract. For the 2021-22 Ski Season, UTA renewed the agreement with Morgan County (approved by the board on December 8, 2021). The Ski Service Agreement allowed the County to partner with UTA to fund a portion of the operating cost of the ski bus service between Layton FrontRunner Station and Snowbasin Ski Resort and to facilitate a bus stop in the town of Mountain Green. The cost to Morgan County was $6,881 for each of the 2019-2020 and the 2020-2021 ski seasons, and $2,811 for the 2021-22 Ski Season.

DISCUSSION:
UTA and Morgan County desire to extend this agreement for one additional year. Modification 1 will extend the terms of Amendment 2 through March 26, 2023. Morgan County will continue to fund their agreed to share of the operating cost of the ski bus service between Layton FrontRunner Station and Snowbasin Ski Resort (about 7% of total operating costs). In addition, UTA will continue to provide a bus stop in Mountain Green.

CONTRACT SUMMARY:

Contractor Name:	Morgan County
Contract Number:	19-03182-A2M1
Base Contract Effective Dates:	December 14, 2019- March 27, 2022
Extended Contract Dates:	December 7, 2022 - March 26, 2023
Existing Contract Value:	$16,573
Amendment Amount:	$3,299
New/Total Amount Contract Value:	$19,872
Procurement Method:	NA
Funding Sources:	Morgan County

ALTERNATIVES:

Do not enter into an agreement with Morgan County and forego revenue and ridership

FISCAL IMPACT:

Additional $488 in contract revenue as compared to the revenue received in 2021-22.

ATTACHMENTS:

Modification 1 to Amendment 2

DocuSign Envelope ID: 54000C86-B2A9-412F-90ED-1C0C528D6CC6

UTA Contract Number: 19-03182-A2M1

Modification No. 1 to

RENEWAL AMENDMENT 2
Morgan County
SERVICE AGREEMENT

Whereas the Parties entered into a Service Agreement (hereinafter the "Agreement") (UTA Contract No. 19-03182) with an effective date of December 14, 2019 to establish and maintain a bus stop in the town of Mountain Green.

Whereas, the Parties desire to modify Amendment 2 in order to extend service until March 26, 2023:

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Administrator and UTA agree as follows:

1. Article 4. Dates of service shall be December 10, 2022, through March 26, 2023. This includes 85 regular days and 22 peak days for a total of 107 service days.

2. Article 6- (Consideration). UTA shall invoice and Morgan County shall pay to UTA the amount of $3,299. All remaining provisions of Article 6 remain unchanged by this amendment.

3. All other terms and conditions shall remain unchanged.

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DocuSign Envelope ID: 54000C86-B2A9-412F-90ED-1C0C528D6CC6

IN WITNESS WHEREOF, the parties have executed this Amendment as of the Amendment Effective Date.

ADMINISTRATOR

By:_____Date:_____

Name:_____

Title:_____

UTAH TRANSIT AUTHORITY

By:_____Date:_____
Name:
Title:

By:_____Date:_____
Name:
Title:

Approved as to Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...

Michael Bell
Assistant Attorney General
Counsel
For UTA

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO: Board of Trustees
THROUGH: Jay Fox, Executive Director
FROM: Kim Shanklin, Chief People Officer
PRESENTER(S): Linda Watts, Director Talent Development

TITLE:

UTA Policy - UTA.05.06 - Training and Development

AGENDA ITEM TYPE:
UTA Policy

RECOMMENDATION:
Adopt UTA.05.06 - Training and Development and rescind prior Corporate Policy 4.6.3 - Training and Development. This policy will also combine and supersede Corporate Policy 4.6.1 - New Employee Orientation and Corporate Policy 4.6.2 - New Supervisor Orientation

BACKGROUND:
Corporate Policy 4.6.3 was revised on July 27, 2015 and combined the New Employee Orientation and New Supervisor Orientation Policies. However, key points of those two policies were inadvertently left out. This updated policy will rectify that. The revised Corporate Policy 4.6.3 also referred to several councils that no longer exist at UTA and the updated policy clarifies those parties that will be responsible for supporting training and development.

DISCUSSION:
- New Policy aligns with the new numbering system at UTA
- Corrects the items inadvertently left out of the policy when it was revised in 2015
- Corrects the responsible parties' section of the policy
- Creates a more user-friendly way for employees to find training related policy language by consolidating 3 corporate policies into a single UTA Policy.

ALTERNATIVES:
If UTA.05.06 - Training and Development is not adopted, UTA Corporate Policies 4.6.3 - Training and development, 4.6.1 - New Employee Orientation, and 4.6.2 - New Supervisor Orientation will remain in effect.

FISCAL IMPACT:
N/A

ATTACHMENTS:
UTA Policy - UTA.05.06 Training and Development

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UTAH TRANSIT AUTHORITY POLICY

No. UTA.05.06

TRAINING AND DEVELOPMENT

1) Purpose.

UTA recognizes that training and development should lead to a culture of learning that supports a skilled, adaptable, and engaged workforce and should lead to complete compliance with applicable laws and governing entities. In this regard, UTA will continually develop training programs that allow all employees to have the knowledge and skills needed to complete their work assignments, an understanding of policies and procedures, and the opportunity for personal and professional growth.

2) Definitions.

"Executive" means Board of Trustees, Executive Director, and Chief Officers reporting directly to the Executive Director.

"LMS" means Learning Management System.

"Manager and/or Supervisor" means any employee who is responsible for supervising another UTA Employee.

"New Employee" means an employee who has not previously been employed by UTA; or was previously employed by UTA but has been separated from such employer for at least six (6) months.

"Training" means any type of organized learning such as In-person Learning Training (ILT), computer-based training (CBT), virtual learning experiences, seminar/workshop or conference held on-site or off-site.

"UTA" means Utah Transit Authority

3) Policy.

A. Training for New Employees.

All new employees shall participate in required orientation and compliance training programs within 30 days of hire, unless an extension of time is approved by an Executive. These trainings will vary based on job duties and will include, but are not limited to:

- New Employee Orientation
  - UTA Drug and Alcohol Training
  - UTA Anti-Discrimination and Harassment Training
- Organization, Department, and Job Specific Standard Operating Procedures
- UTA Ethics Training
- UTA Information Security Training
- UTA Safety Compliance Trainings

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B. On-going Training.
Following the initial training periods, all UTA employees shall complete all yearly required and/or optional training and development activities under the direction of their Managers. Training programs will be documented in the LMS so that employees and managers can see what is required, what is optional, and what is available prior to any training activity.

1. Manager and/or Supervisor Training.
All new managers and supervisors are required to attend the next scheduled Leadership Acumen training after they begin employment in their new leadership position unless attendance at a later scheduled Leadership Acumen training is otherwise approved by the employee's immediate supervisor/manager.

C. Responsibilities.
Each party will be responsible for supporting training and development in the following ways:

1. Employee.
Seek out opportunities for personal development and provide clear career goals to their Manager of their goals for current and future career opportunities. Have a willingness to take on stretch assignments. Seek to continuously improve their knowledge and a willingness to share their new knowledge with others. Attend all trainings ready to engage and participate. Seek out information regarding required and optional trainings that will lead to personal development and career growth.

2. Direct Manager or Supervisor.
Work closely with employees to guide and support their career goals by helping them find classes that will meet these goals as well as giving them stretch assignments based on their personal career goals. Support employees' participation in the formal training courses through scheduling and discussion. Support employee's participation in informal or on-the-job application of the newly acquired knowledge or skill.

   Clearly communicate training and development goals as well as compliance goals. Model behavior and activity that demonstrates quality implementation of the skill or application of knowledge.

3. Department support staff and other Management.
Support employee's participation in the formal, informal, and on-the-job training experiences through scheduling, discussion, or allocation of resources.

4. UTA Training Department
Support employee, manager, and organizational training activities through program coordination, communication, scheduling, and quality control. Ensure learning objectives are met by all training programs and that managers and employees understand the learning objectives and purpose of engaging in training activities that are required or optional throughout the organization or within their business unit or department.

5. Director Talent Development
Support the Corporate Training Administrator, Managers and Employees by making clearly communicated decisions about training programs, training courses, levels of compliance, levels of requirement, and organization-wide training priorities. Provide guidance on budget, set priorities, and allocate resources in ways that allow the

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Corporate Training Administrator and Management to support on-going training and development of all UTA employees.

D. Resources.
UTA will provide resources to assist with ongoing communication and clear development. Including but not limited to:
- UTA Yearly Training Plan
- LMS User Guides

E. Training Records.
1. Responsibility.
The Corporate Training Administrator and LMS Technical Coordinator have primary responsibility for ensuring training records are updated and that reports on training are generated and shared. The administrator may delegate the task of recording training events to any other individual involved with training.

2. Types of Training.
All training events are categorized as Organizational or Supplemental Training.

Organizational Training is either developed internally at UTA or in partnership with external vendors and the curriculum content is housed and available for reference or use within UTA.

Supplemental Training is provided by an external vendor or on-line source and the supplemental content is not housed and available for reference or use within UTA.

3. Documentation and Naming Conventions.
Signatures of all attending learners, course agendas, certificates, and other relevant documents must be gathered and scanned for digital storage. File names for digital or scanned documents must have distinct language that describes the content of the activity type, file and the date relevant to the training event i.e.,

Activity Type_Signature Sheet_DD_MM-YY;

Activity Type_Course Agenda_DD_MM_YYY;

Activity Type_J Doe_Certificate of Completion_DD_MM-YYY.

4. Retention of Records
*R*ecords will be contained in a system of records, such as the official personnel files, or the LMS which is maintained by UTA.

Records shall be kept in accordance with the Records Access and Management Policy

4) Cross-References.
- UTA.01.08 Records Access and Management Policy

This UTA Policy was reviewed by UTA's Chief Officers on _10/05/2022_, approved by the Board of Trustees on _____ and approved by the Executive Director on _____. This policy takes effect on the latter date.

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DocuSigned by:
Kim Shanklin
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Kim Shanklin, Chief People Officer
Accountable Executive

Jay Fox
Executive Director

Approved as to form and content:

DocuSigned by:
Mike Bell
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Counsel for the Authority

History

Date	Action	Owner
	Combines and Supersedes - Corporate Policy 4.6.1 - New Employee Orientation; and Corporate Policy 4.6.2 - New Supervisor Orientation	Chief People Officer
	Rescinds - Corporate Policy 4.6.3 - Training and Development	Chief People Officer
	Board Approved – UTA.05.06 Training and Development Policy	Chief People Officer
	Adopted – UTA.05.06 Training and Development	Chief People Officer

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

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

TITLE:

2023-2027 Five Year Capital Plan

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Support from the Board to advance the Capital Plan to the December 21, 2022 board meeting for adoption

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

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

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

DISCUSSION:
Staff will present the final 5-year Capital Plan for 2023 through 2027 for the Board's initial review. The plan will then be brought to the December 21, 2022 board meeting for formal approval of the 2023-2027 Five Year

Capital Plan and adoption of the 2023 Capital Budget.

Staff presented the updated draft 5-year Capital Plan to the UTA Local Advisory Council on November 2, 2022. The Local Advisory Council approved the 5-year Capital Plan in resolution AR2022-11-01 with a recommendation to the Board to adopt the 5-year Capital Plan as presented.

There are several technical adjustments to the 5-year Plan that will be discussed by staff at the December 7, 2022 Board meeting. They are not substantive in nature.

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

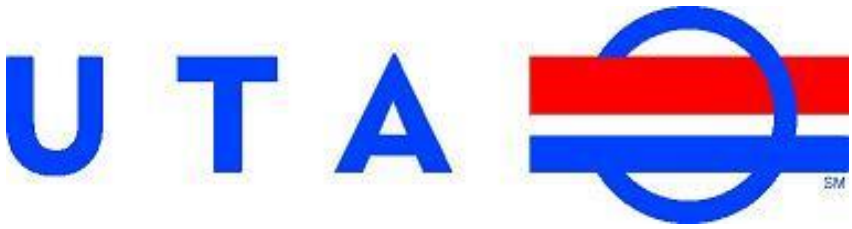
FISCAL IMPACT:
Approval of this document doesn't have any immediate financial impacts.

ATTACHMENTS:

- 2023-2027 Five Year Capital Plan - December 2022 Draft

Utah Transit Authority Five-Year Capital Plan

2023-2027



Rev04- December 2022

1 Introduction

1.1 Purpose of document

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

1.2 Definition of Capital Projects

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

Examples of capital projects include:

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

2 Five-year Capital Plan Development Process

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

2.1 Project Requests

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

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

2.2 Project Prioritization

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

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

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

3 Proposed Capital Plan

Overview

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

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

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

Proposed 2023 Capital Budget Summary

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

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

Proposed 2024 Capital Budget Summary

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

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

Proposed 2025 Capital Budget Summary

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

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

Proposed 2026 Capital Budget Summary

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

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

Proposed 2027 Capital Budget Summary

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

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

Proposed 5-Year Capital Plan Summary by Project Category

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

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

The unfunded amount of $260.3 million is being pursued.

Proposed 5-Year Capital Plan Summary by Year

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

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

The unfunded amount of $260.3 million is being pursued.

4 Five-Year Plans

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

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

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

4.1 Project Requests

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

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

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

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

Attachment A

UTA 5-Year Capital Plan - Project Detail

2023 through 2027

2023-2027 Program Summary

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

2023-2027 Program Summary

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

2023-2027 Program Summary

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

2023-2027 Program Summary

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

2023-2027 Program Summary

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

2023-2027 Program Summary by Funding Sources

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

2023-2027 Program Summary by Funding Sources

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

2023-2027 Program Summary by Funding Sources

Program/Project	2023-2027 Total Budget	2023-2027 Total Budget- Grants	2023-2027 Total Budget- Grants Unfunded/Pending	2023-2027 Total Budget- Unfunded Other Sources	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
Facilities- SGR	36,733,000.00	-	-	-	-	-	-	36,733,000.00
FMA559- Office Equipment Reserve	400,000.00	-	-	-	-	-	-	400,000.00
FMA652- Facilities, Equipment Managed Reserve	3,321,000.00	-	-	-	-	-	-	3,321,000.00
FMA653- Facilities Rehab and Replacement	7,280,000.00	-	-	-	-	-	-	7,280,000.00
FMA672- Park and Ride Rehab/Replacement	3,250,000.00	-	-	-	-	-	-	3,250,000.00
FMA673- Stations and Platforms Rehab/Replace	1,810,000.00	-	-	-	-	-	-	1,810,000.00
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	5,070,000.00	-	-	-	-	-	-	5,070,000.00
FMA685- Wheel Truing Machine JRSC	4,000,000.00	-	-	-	-	-	-	4,000,000.00
FMA686- Warehouse Equipment Managed Reserve	737,000.00	-	-	-	-	-	-	737,000.00
SGR390- Jordan River Bldg 2 Remodel	10,865,000.00	-	-	-	-	-	-	10,865,000.00
Information Technology	68,996,000.00	-	-	-	-	-	-	68,996,000.00
ICI001- Passenger Information Signage	3,552,000.00	-	-	-	-	-	-	3,552,000.00
ICI005- EFC – Rehab & Replacement	375,000.00	-	-	-	-	-	-	375,000.00
ICI146- FrontRunner WiFi Enhancements	962,000.00	-	-	-	-	-	-	962,000.00
ICI173- JDE System Enhancements	250,000.00	-	-	-	-	-	-	250,000.00
ICI179- Network Infrastructure Equipment & Software	1,255,000.00	-	-	-	-	-	-	1,255,000.00
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	1,083,000.00	-	-	-	-	-	-	1,083,000.00
ICI191- IT Managed Reserves	2,046,000.00	-	-	-	-	-	-	2,046,000.00
ICI197- Bus Communications On-Board Technology	702,000.00	-	-	-	-	-	-	702,000.00
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	1,678,000.00	-	-	-	-	-	-	1,678,000.00
ICI199- Rail Communication Onboard Tech	597,000.00	-	-	-	-	-	-	597,000.00
ICI201- Server, Storage Infrastructure Equipment & Software	2,582,000.00	-	-	-	-	-	-	2,582,000.00
ICI202- Radio Comm Infrastructure	574,000.00	-	-	-	-	-	-	574,000.00
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	972,000.00	-	-	-	-	-	-	972,000.00
ICI216- SSBU Mobility Eligibility Center Trapeze Software	170,000.00	-	-	-	-	-	-	170,000.00
ICI217- Transit Management System	950,000.00	-	-	-	-	-	-	950,000.00
ICI222- Fares Systems Replacement Program	37,588,000.00	-	-	-	-	-	-	37,588,000.00
ICI223- ERP Analysis	300,000.00	-	-	-	-	-	-	300,000.00
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	60,000.00	-	-	-	-	-	-	60,000.00
ICI226- New Radio Communication System	10,800,000.00	-	-	-	-	-	-	10,800,000.00
ICI228- CPO New HRIS system application upgrade	2,500,000.00	-	-	-	-	-	-	2,500,000.00
Infrastructure SGR Projects	180,562,000.00	111,320,000.00	-	-	-	-	200,000.00	69,042,000.00
MSP189- Signal Pre-emption Projects w/UDOT	200,000.00	-	-	-	-	-	200,000.00	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	2,744,000.00	-	-	-	-	-	-	2,744,000.00
SGR359- Bridge Rehabilitation & Maintenance	2,217,000.00	-	-	-	-	-	-	2,217,000.00
SGR370- Light Rail Red Signal Enforcement	12,315,000.00	-	-	-	-	-	-	12,315,000.00
SGR385- Rail Rehab and Replacement	30,150,000.00	18,920,000.00	-	-	-	-	-	11,230,000.00
SGR393- Grade Crossing Rehab/Replacement	14,750,000.00	6,607,000.00	-	-	-	-	-	8,143,000.00

2023-2027 Program Summary by Funding Sources

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

2023-2027 Program Summary by Funding Sources

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

2023 Details

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

2023 Details

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

2023 Details

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

2023 Details

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

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2024 Details

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

2024 Details

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

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
FMA652- Facilities, Equipment Managed Reserve	500,000	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,500,000	-	-	-	-	-	-	1,500,000
FMA672- Park and Ride Rehab/Replacement	750,000	-	-	-	-	-	-	750,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
FMA685- Wheel Truing Machine JRSC	4,000,000	-	-	-	-	-	-	4,000,000
FMA686- Warehouse Equipment Managed Reserve	117,000	-	-	-	-	-	-	117,000
SGR390- Jordan River Bldg 2 Remodel	8,000,000	-	-	-	-	-	-	8,000,000
Information Technology	**25,483,000**	**-**	**-**	**-**	**-**	**-**	**-**	**25,483,000**
ICI001- Passenger Information Signage	350,000	-	-	-	-	-	-	350,000
ICI005- EFC – Rehab & Replacement	150,000	-	-	-	-	-	-	150,000
ICI146- FrontRunner WiFi Enhancements	100,000	-	-	-	-	-	-	100,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	271,000	-	-	-	-	-	-	271,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	100,000	-	-	-	-	-	-	100,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	283,000	-	-	-	-	-	-	283,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	269,000	-	-	-	-	-	-	269,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	243,000	-	-	-	-	-	-	243,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	13,867,000	-	-	-	-	-	-	13,867,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	8,000,000	-	-	-	-	-	-	8,000,000
ICI228- CPO New HRIS system application upgrade	1,000,000	-	-	-	-	-	-	1,000,000
Infrastructure SGR Projects	**40,623,000**	**22,613,000**	**-**	**-**	**-**	**-**	**-**	**18,010,000**
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	534,000	-	-	-	-	-	-	534,000
SGR359- Bridge Rehabilitation & Maintenance	472,000	-	-	-	-	-	-	472,000
SGR370- Light Rail Red Signal Enforcement	3,500,000	-	-	-	-	-	-	3,500,000
SGR385- Rail Rehab and Replacement	3,500,000	800,000	-	-	-	-	-	2,700,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	400,000	-	-	-	-	-	2,600,000
SGR397- Traction Power Rehab/Replacement	15,332,000	12,265,000	-	-	-	-	-	3,067,000
SGR398- OCS Rehab/Replace	2,035,000	1,628,000	-	-	-	-	-	407,000
SGR401- Ballast and Tie Rehab/Replacement	350,000	-	-	-	-	-	-	350,000

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
SGR403- Train Control Rehab/Replacement	8,600,000	4,880,000	-	-	-	-	-	3,720,000
SGR404- Rail Switches/Trackwork Controls	1,300,000	1,040,000	-	-	-	-	-	260,000
SGR410- Fiber Rehab/Replacement	2,000,000	1,600,000	-	-	-	-	-	400,000
Planning	**1,935,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,935,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	135,000	-	-	-	-	-	-	135,000
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	**2,634,000**	**-**	**-**	**-**	**-**	**-**	**690,000**	**1,944,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	1,000,000	-	-	-	-	-	-	1,000,000
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	906,000	-	-	-	-	-	690,000	216,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	**77,910,000**	**7,452,000**	**-**	**-**	**52,201,000**	**-**	**100,000**	**18,157,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	661,000	65,000	-	-	-	-	100,000	496,000
REV205- Replacement Non-Revenue Support Vehicles	500,000	-	-	-	500,000	-	-	-
REV209- Paratransit Replacements	3,328,000	-	-	-	3,328,000	-	-	-
REV211- Replacement Buses	38,787,000	-	-	-	38,697,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,676,000	-	-	-	1,676,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	8,000,000	-	-	-	8,000,000	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	5,000,000	-	-	-	-	-	-	5,000,000
SGR040- Light Rail Vehicle Rehab	10,662,000	7,387,000	-	-	-	-	-	3,275,000
SGR353- Commuter Rail Engine Overhaul	2,395,000	-	-	-	-	-	-	2,395,000
SGR386- Repair Damaged LRV	1,901,000	-	-	-	-	-	-	1,901,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	2,000,000	-	-	-	-	-	-	2,000,000
Safety and Security	**2,823,000**	**21,000**	**-**	**-**	**-**	**-**	**-**	**2,802,000**
FMA516- Corridor Fencing	55,000	-	-	-	-	-	-	55,000
FMA543- Police Fleet Vehicles	53,000	-	-	-	-	-	-	53,000
FMA557- Bus Safety and Security	33,000	-	-	-	-	-	-	33,000
FMA604- Safety General Projects	110,000	-	-	-	-	-	-	110,000
FMA645- Camera Sustainability	682,000	-	-	-	-	-	-	682,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000

2024 Details

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

2025 Details

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

2025 Details

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

2025 Details

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

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
SGR403- Train Control Rehab/Replacement	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	1,000,000	-	-	-	-	-	1,000,000
SGR410- Fiber Rehab/Replacement	1,540,000	882,000	-	-	-	-	-	658,000
Planning	**1,800,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,800,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	**1,184,000**	**-**	**-**	**-**	**-**	**-**	**330,000**	**854,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	456,000	-	-	-	-	-	330,000	126,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	**81,935,000**	**200,000**	**-**	**-**	**47,826,000**	**-**	**100,000**	**33,809,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	1,269,000	200,000	-	-	-	-	100,000	969,000
REV205- Replacement Non-Revenue Support Vehicles	500,000	-	-	-	500,000	-	-	-
REV209- Paratransit Replacements	2,883,000	-	-	-	2,883,000	-	-	-
REV211- Replacement Buses	42,816,000	-	-	-	42,726,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,717,000	-	-	-	1,717,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	16,000,000	-	-	-	-	-	-	16,000,000
SGR040- Light Rail Vehicle Rehab	9,000,000	-	-	-	-	-	-	9,000,000
SGR353- Commuter Rail Engine Overhaul	1,000,000	-	-	-	-	-	-	1,000,000
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
Safety and Security	**2,817,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,817,000**
FMA516- Corridor Fencing	61,000	-	-	-	-	-	-	61,000
FMA543- Police Fleet Vehicles	55,000	-	-	-	-	-	-	55,000
FMA557- Bus Safety and Security	37,000	-	-	-	-	-	-	37,000
FMA604- Safety General Projects	121,000	-	-	-	-	-	-	121,000
FMA645- Camera Sustainability	696,000	-	-	-	-	-	-	696,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	15,000
FMA676- Security General Projects	24,000	-	-	-	-	-	-	24,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	**270,308,000**	**52,734,000**	**46,997,000**	**-**	**47,826,000**	**15,625,000**	**430,000**	**106,696,000**

2026 Details

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

2026 Details

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

2026 Details

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

2026 Details

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

2026 Details

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

2027 Details

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

2027 Details

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

2027 Details

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

2027 Details

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

2027 Details

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

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	William Greene, Chief Financial Officer
PRESENTER(S):	William Greene, Chief Financial Officer Brad Armstrong, Director, Budget and Financial Strategy Megan Waters, Community Engagement Director

TITLE:

UTA 2023 Final Budget and Public Engagement Report

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion

BACKGROUND:
Each year, the Authority is required to prepare an operating and capital budget for the succeeding year. After consultation with the Board of Trustees, and in accordance with Utah Code 17B-1-702 and 17B-2a-801, the Executive Director has prepared the Final 2022 Budget and draft Public Comment Report for Board review.

DISCUSSION:
The Board of Trustees and UTA staff discussed and set 2023 budget priorities and timelines earlier this year. Long-term financial planning assumptions were reviewed by the Board of Trustees.

Over the first half of 2022, the Board of Trustees and UTA staff reviewed 2022 program delivery, and current operating environment including economic conditions, revenue projections, and the organization's budget development framework to support near and long-term public transportation needs in the Region.

Using 2022 existing operating budgets as a starting point, the organization updated inflationary assumptions for labor, fuel and other expenses, eliminated one-time 2022 costs, and annualized the cost of mid-year budget adjustments (Board approved 2022 service changes, technical budget adjustments, etc.). The resulting 2023 base budget or budget target was developed at the department and object of expenditure level.

Using the new budget development framework and informed by discussions with the Board of Trustees, the organization built on the 2023 base with the selection of prioritized initiatives focused on:

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

At the October 26 2022 Board of Trustees' meeting, the Board approved the Tentative 2023 Budget. The Local Advisory Council reviewed and was consulted on the Tentative Budget at their November 2, 2022 meeting. A public hearing was held on November 10, 2022 and the public comment period will run through December 10, 2022.

All public and stakeholder comments received to date regarding the 2023 budget have been provided to the Board of Trustees and a draft report will be presented at the December 7, 2022 Board Meeting.

Since adoption of the Tentative Budget and based on the most recent economic forecasts, staff has updated revenue forecasts impacting sales taxes and fares and has modified assumptions on 2023 fuel prices.

Changes to the Tentative Budget are as follows:

Revenues

Sales Taxes

Based on the updated November forecast from the University of Utah, sales taxes are $49.3 million lower than projected in the Tentative Budget for 2023. Over the 5-year forecast period (2023-2027), sales taxes are project to be $9 million lower than the 5-year forecast in the Tentative Budget. The Tentative Budget sales tax projections were based on an April 2022 forecast that anticipated a mild recession in 2024. The updated November forecast incorporates current economic conditions and assumes a mild recession in 2023 with no sales tax revenue growth in 2023 and then modest growth thereafter.

Passenger Revenue

No change in passenger revenues for 2023. However, the 5-year forecast has been adjusted downward by $7.6 million to reflect slower growth than projected in the Tentative Budget.

Operating Budget

Fuel

The Final Budget for 2023 is $4.4 million higher than projected in the Tentative Budget. The increase is almost entirely attributable to a change in the budgeted diesel price for 2023. The 2023 budgeted diesel price in the Final Budget is $3.90/gallon as compared to $3.20/gallon in the Tentative Budget. The increase was based on rising fuel costs and increases in forward pricing projections for diesel.

The changed assumption on the price of diesel results in a net increase in the 2023 Fuel/Power budget of $4.2 million as compared to the Tentative Budget - a total budget of $40 million.

Capital Budget

2023 Capital Budget

The 2023 Capital Budget increased by $200,000 in the Final Budget as compared to the Tentative Budget. The

increase was due to a movement of $200,000 from projects in the out-years of the 5-year plan to 2023 to fund updated estimates to complete the TRAX Operational Simulator Project.

2023-2027 5-Year Capital Plan

The 5-year Capital Plan realized a $15 million increase over the Tentative Budget in the last two years of the plan. The increase was due to increased cost assumptions for the Light Rail Vehicle Replacement project. The increase is anticipated to be funded entirely from grants and state/local match and does not impact UTA fund balances.

ALTERNATIVES:
Discussion Item

FISCAL IMPACT:
Proposed changes would increase Operating Costs by $4.4 million, in 2023 as compared to the Adopted Tentative Budget, and approximately $11.6 million over the 5-Year Financial Plan. The 2023 Capital Budget has an increase of $200,000.

Sales tax revenues are significantly lower in 2023 (minus $49.3 million) but recover over the 5-year financial plan. The net 5-year sales tax revenue loss is about $9 million. No change in passenger revenue in 2023, however the 5-year forecast for passenger revenues is about $7.6 lower than reported in the Tentative Budget.

The increased costs and lower revenue forecasted in the Final Budget 5-year plan can be absorbed within fund balance.

The differences in the Tentative and proposed Final Budgets are detailed in the attachments to this memo.

ATTACHMENTS:
2023 Final Budget Exhibits
2023 Final Budget Document
Preliminary Public Comment Summary

UTAH TRANSIT AUTHORITY
2023 OPERATING BUDGET
December 7, 2022

Exhibit A

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

UTAH TRANSIT AUTHORITY
2023 CAPITAL BUDGET
December 7, 2022

Exhibit A-1

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

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

Exhibit B

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

UTAH TRANSIT AUTHORITY
2023 TENTATIVE CAPITAL BUDGET
December 7, 2022

Exhibit B-1

	Funding Sources	Tentative 2023 Budget	Lease Funds Adjustments	Budget Adjustments	Final 2023 Budget
1	UTA Current Year Funding	$ 123,995,000		$ 10,247,000	$ 134,242,000
2	Grants	121,700,000		(1,000,000)	120,700,000
3	Local Partner Contributions	11,509,000			11,509,000
4	State Contribution	19,838,000		(9,143,000)	10,695,000
5	Leasing	41,755,000	96,000		41,851,000
6	**Total Funding Sources**	**318,797,000**	**96,000**	**104,000**	**318,997,000**
	Expense				
6	State of Good Repair	77,396,000		73,183,000	150,579,000
7	Mid Valley Connector	15,001,000			15,001,000
8	Ogden/Weber BRT	14,785,000			14,785,000
9	Depot District	12,001,000			12,001,000
10	TIGER Program of Projects	10,460,000			10,460,000
11	Public Partnership Projects	-		10,000,000	10,000,000
12	Front Runner Forward	3,880,000			3,880,000
13	Other Capital Projects	185,274,000		(82,983,000)	102,291,000
14	**Total Expense**	**$ 318,797,000**	**$ -**	**$ 200,000**	**$ 318,997,000**

Utah Transit Authority

Budget Document

2023



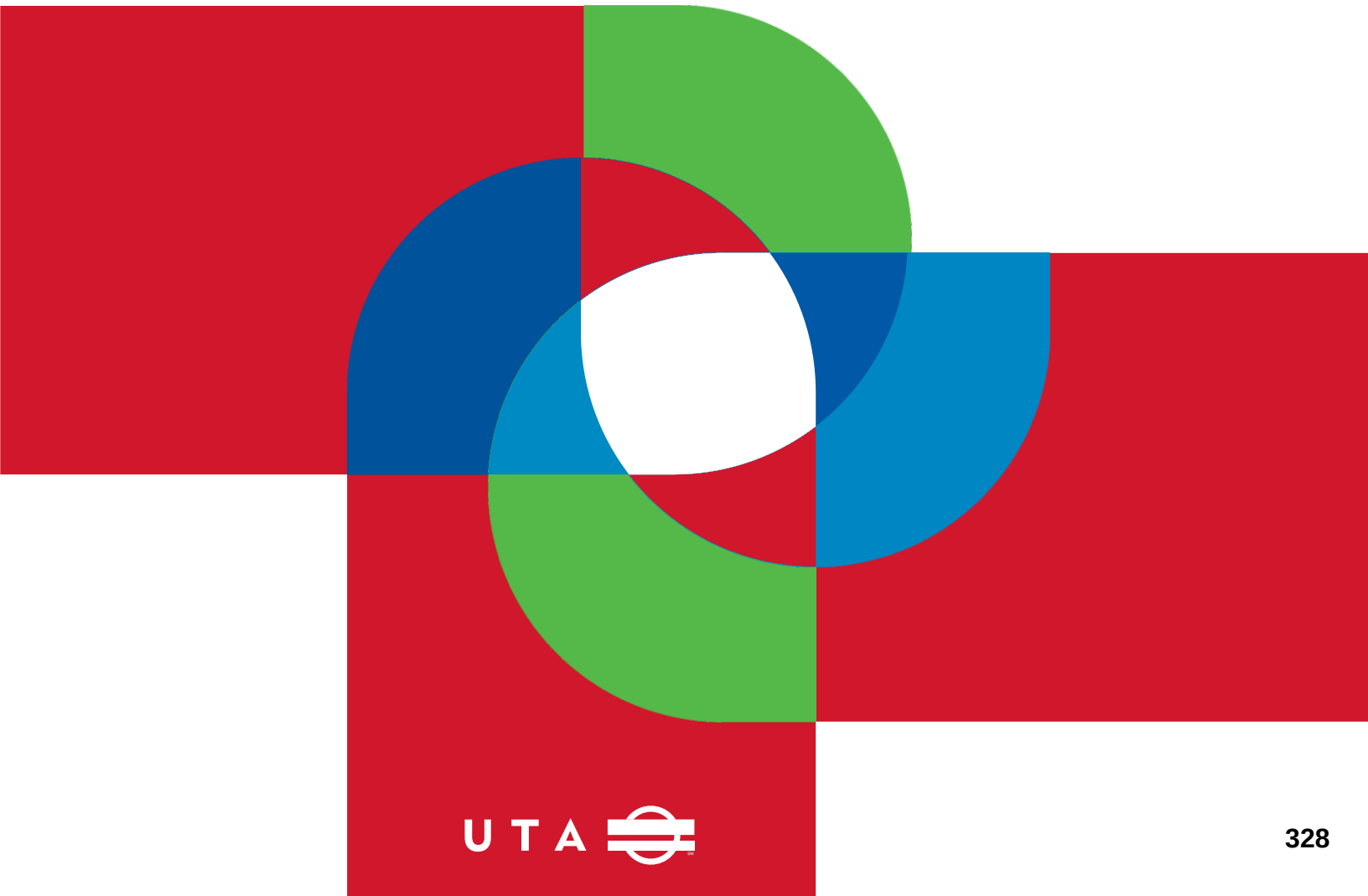
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Introduction and Overview



Message from the Executive Director



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

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

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

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

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

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

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

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

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

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

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

Every day, UTA moves you!



Jay Fox
Executive Director

[1] HB0322 (utah.gov)

2023 Operating Budget Highlights

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

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

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

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

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

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

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

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

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

Message from the Board of Trustees

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

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

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

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

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



Carlton Christenson
Board Chair
Salt Lake County



Beth Holbrook
Trustee
Davis, Weber, Box Elder Counties



Jeff Acerson
Trustee
Tooele, Utah Counties

GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

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Utah Transit Authority
Utah

For the Fiscal Year Beginning

January 01, 2022

Christopher P. Morrill

Executive Director

About the Utah Transit Authority

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

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

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

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

Strategic Plan, Budget Priorities, and Budget Process

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

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

Vision
We Move You

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

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

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

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

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

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

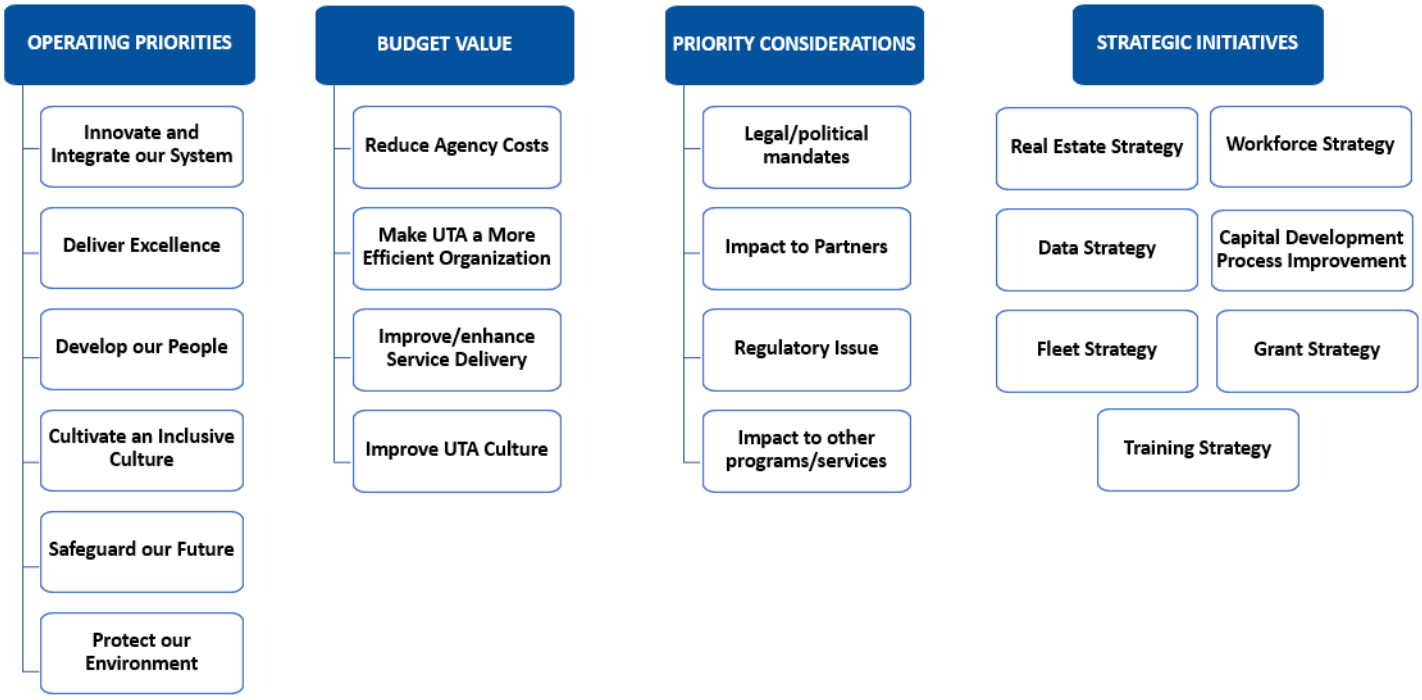
UTA's investment process is informed by state, regional, and local plans and UTA's own strategic planning guidance.



2023 Budget Framework

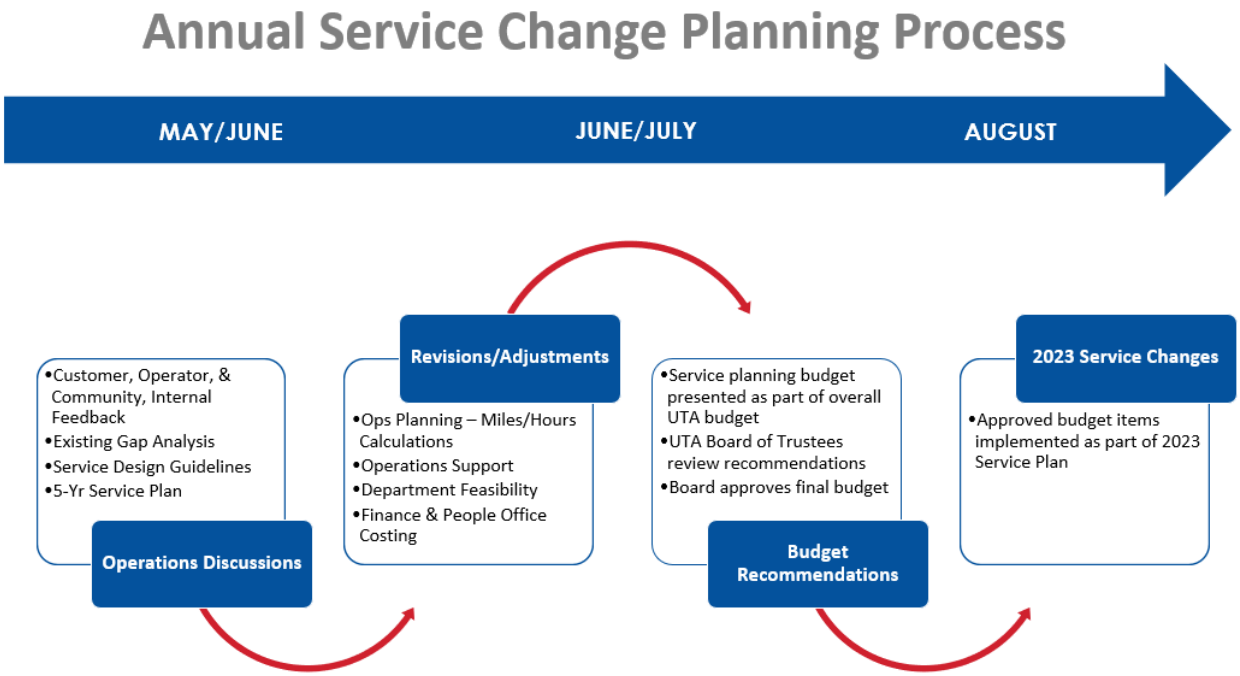
Leveraging local, regional, state and UTA planning guidance as well as UTA's Internal Cultural Model (UTA Way), UTA developed a budget development framework for 2023 that aligns investment decisions with state, regional and local plans. That budget strategy also includes the priorities and values shown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

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



Service Strategy

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



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

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

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

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

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

2023 Service Strategy

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

UTAH TRANSIT AUTHORITY
2023 OPERATING BUDGET
December 7, 2022

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1	Sales Tax	$ 480,000,000
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11	Light Rail	61,926,000
12	Paratransit	27,257,000
13	Rideshare/Vanpool	3,995,000
14	Microtransit	9,193,000
15	Operations Support	61,869,000
16	Administration	55,199,000
17	Planning/Capital Support	11,114,000
18	Non-Departmental	1,000,000
19	**Total Operating Expense**	**400,557,000**
	Debt Service, Contribution to Reserves, and Transfer to Capital	
20	Principal and Interest	157,941,000
21	Bond Service Utah County for UVX BRT program	3,375,000
22	Contribution to Reserves	15,640,000
23	Transfer to Capital	44,411,000
24	**Total Debt Service, Reserves, Transfers**	**221,367,000**
25	**Total Expense**	**$ 621,924,000**

UTAH TRANSIT AUTHORITY
2023 CAPITAL BUDGET
December 7, 2022

Exhibit A-1

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

UTAH TRANSIT AUTHORITY
2023 OPERATING BUDGET
December 7, 2022

Exhibit A-2

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

Tentative to Final Budget Changes

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

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

UTAH TRANSIT AUTHORITY
2023 TENTATIVE CAPITAL BUDGET
December 7, 2022

Exhibit B-1

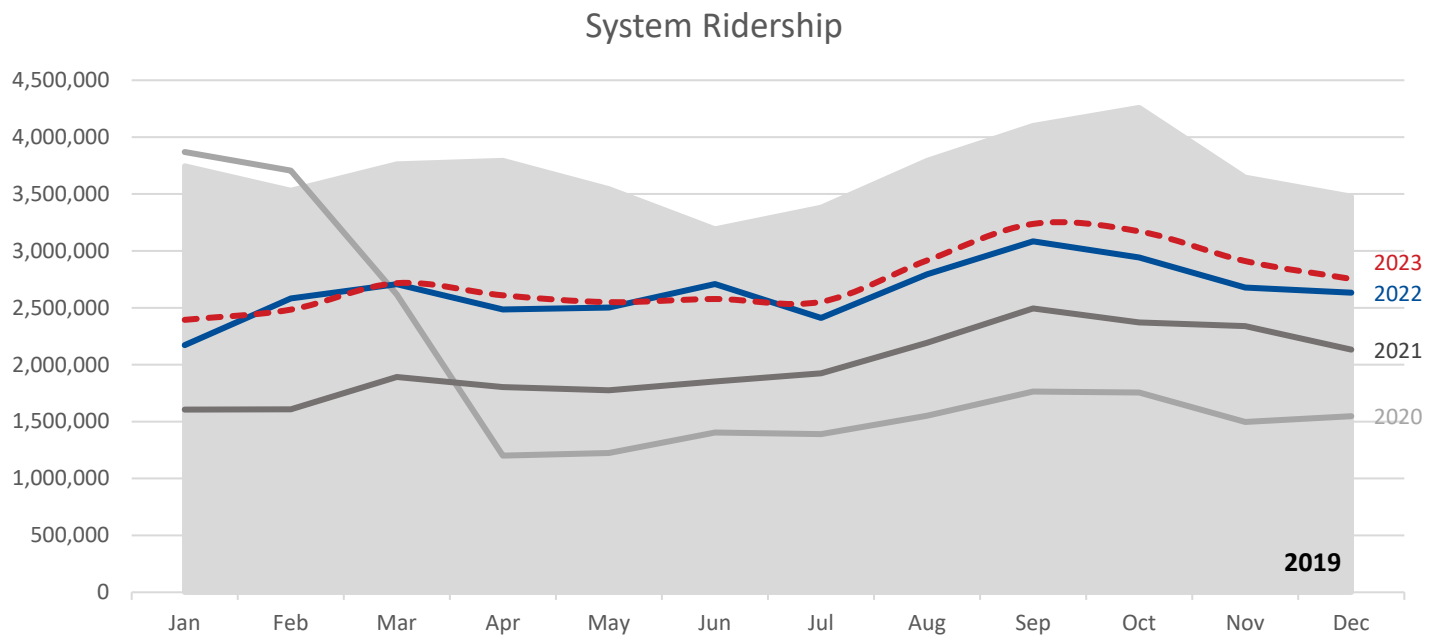
	Funding Sources	Tentative 2023 Budget	Lease Funds Adjustments	Budget Adjustments	Final 2023 Budget
1	UTA Current Year Funding	$ 123,995,000		$ 10,247,000	$ 134,242,000
2	Grants	121,700,000		(1,000,000)	120,700,000
3	Local Partner Contributions	11,509,000			11,509,000
4	State Contribution	19,838,000	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

2023 Budget Overview

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

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

Ridership



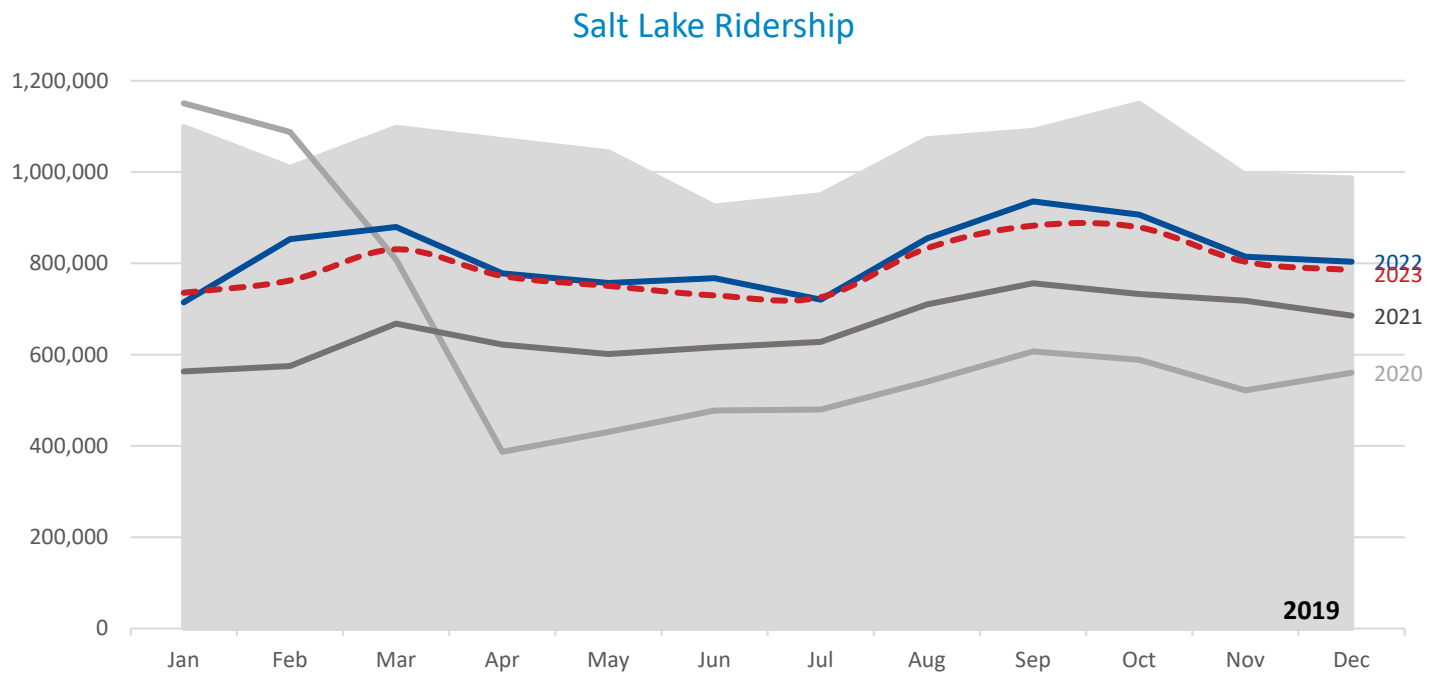
2022 ridership is growing faster than projected in the 2022 adopted budget. While ridership through October lags 2019 ridership totals by about 29 percent, steady and significant gains over 2021 ridership can be seen on the chart above. In fact, 2022 ridership for the months February through October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

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

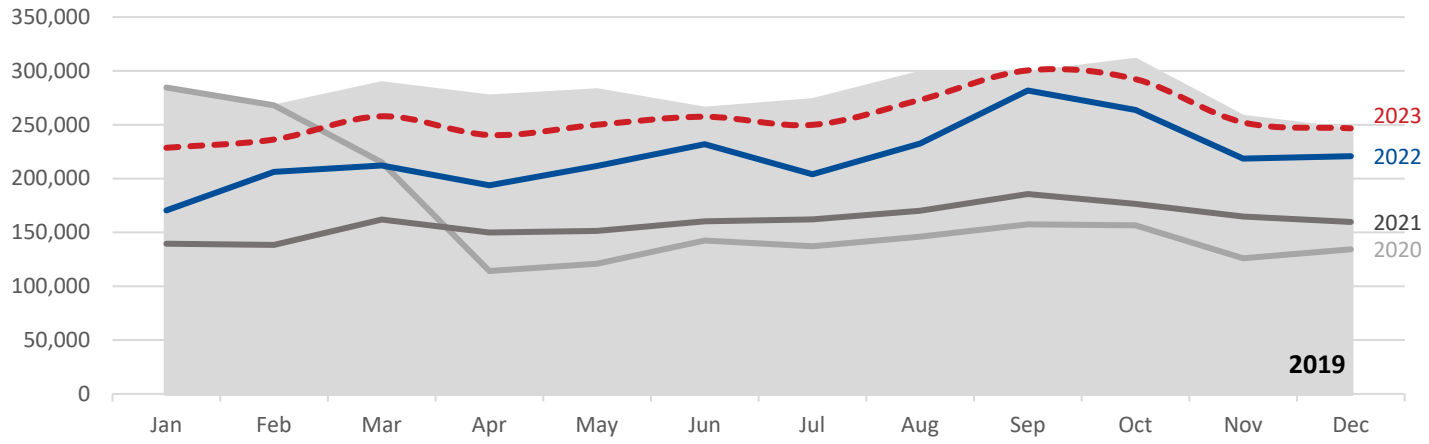
Mode	2019 Trips	2021 Trips	2022 Trips	Change 2021-2022	Change 2019-2022
FrontRunner	4,356,000	1,657,000	2,697,000	+62.8%	-38.1%
Streetcar (S-Line)	353,000	221,000	375,000	+69.5%	+6.1%
Light Rail	13,715,000	6,515,000	8,746,000	+34.3%	-36.2%
Paratransit	324,000	207,000	264,000	+27.7%	-18.5%
Bus	17,102,000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

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

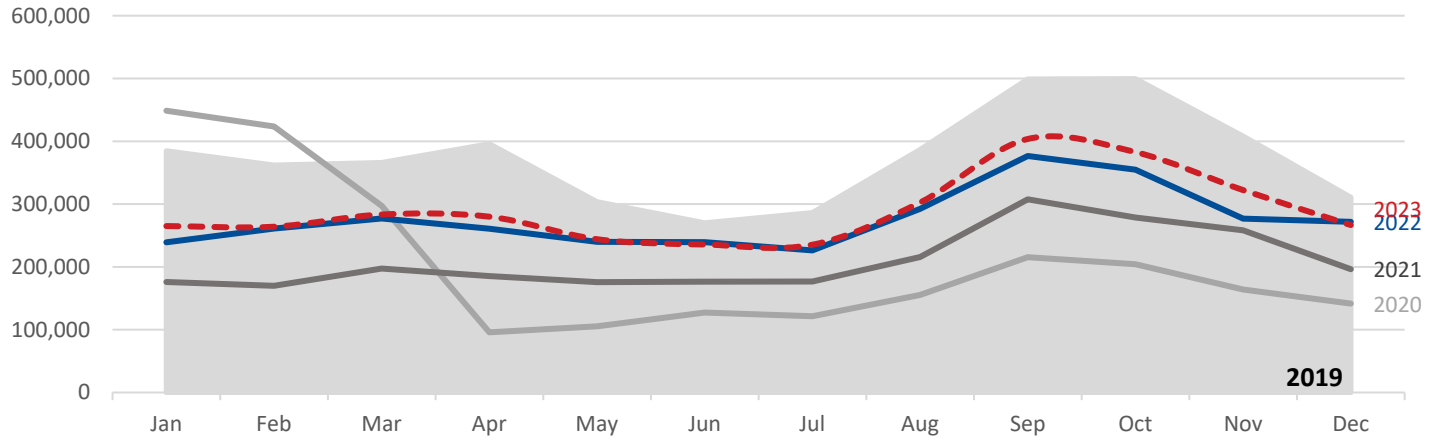
The 2023 budget envisions adding about 56,000 hours of service to implement Ogden Express – bus rapid transit service (OGX), additional light rail service on Saturdays, and some local service.
Microtransit/On Demand was introduced in 2019 on a pilot basis and with the proposed service additions in 2023,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



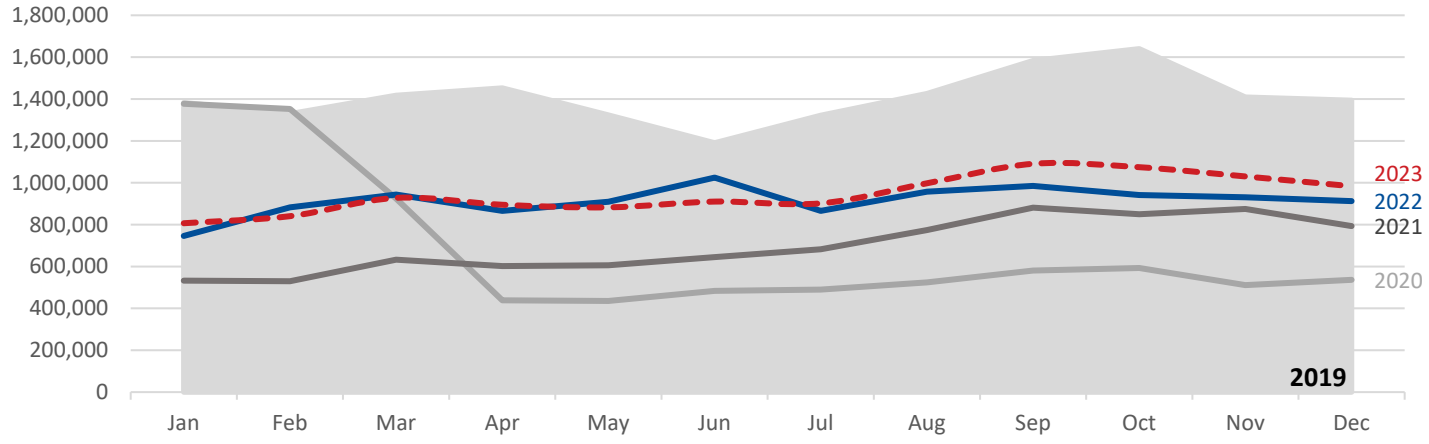
Ogden Ridership



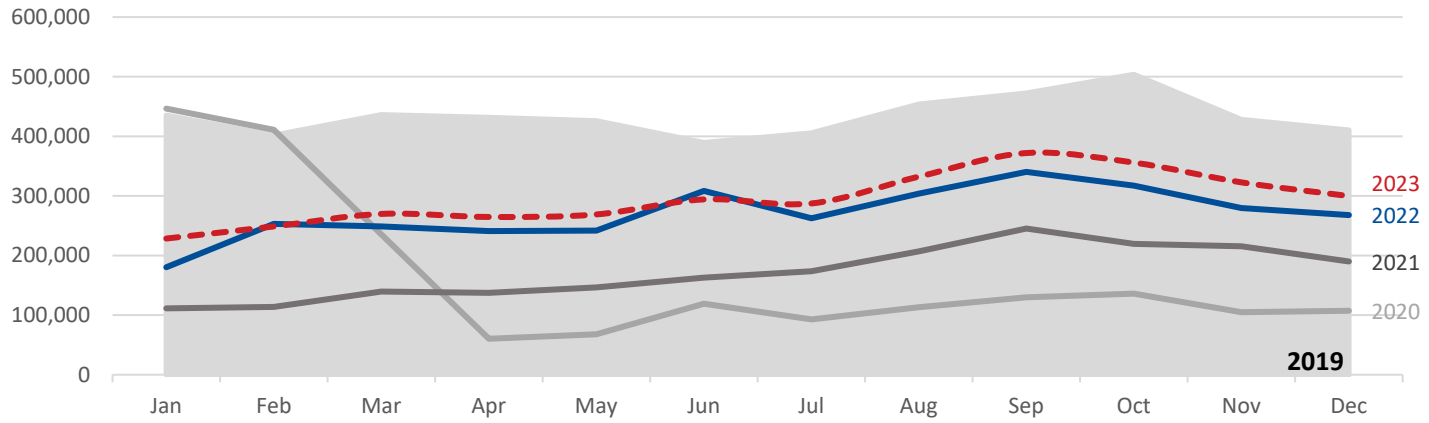
Timpanogos Ridership



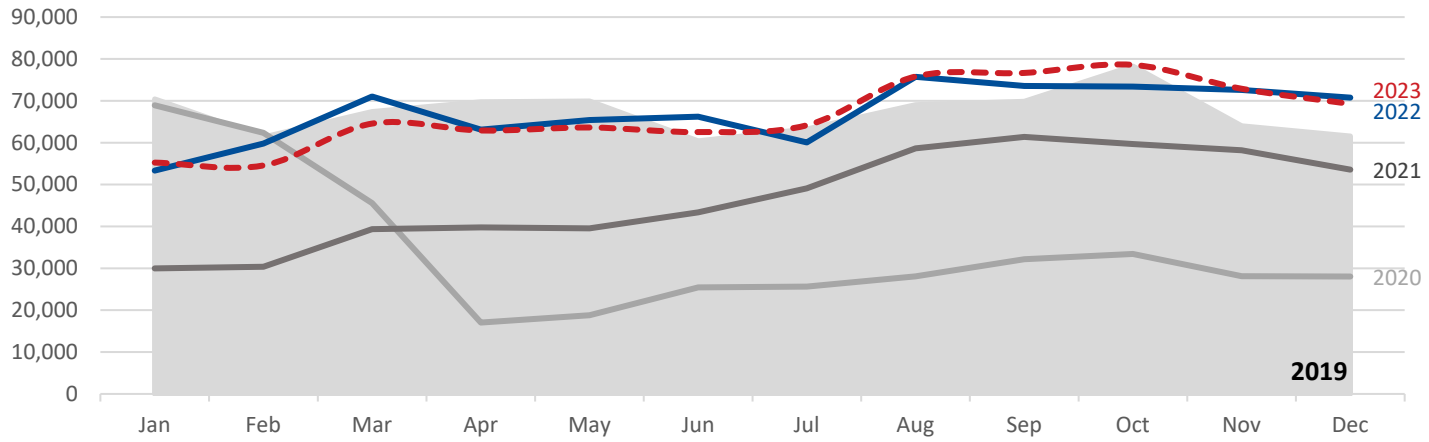
Light Rail Ridership



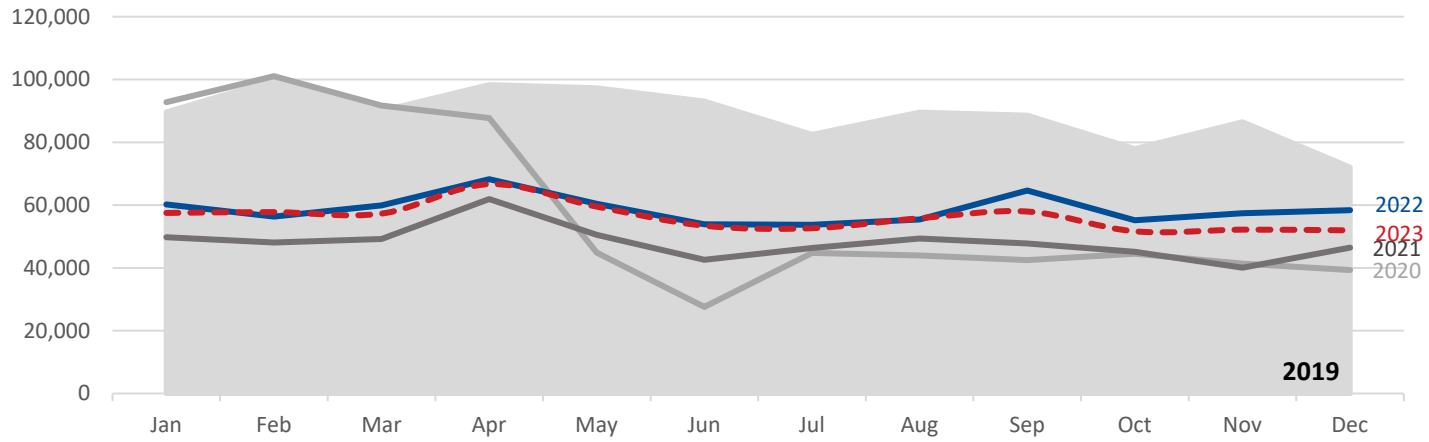
FrontRunner Ridership



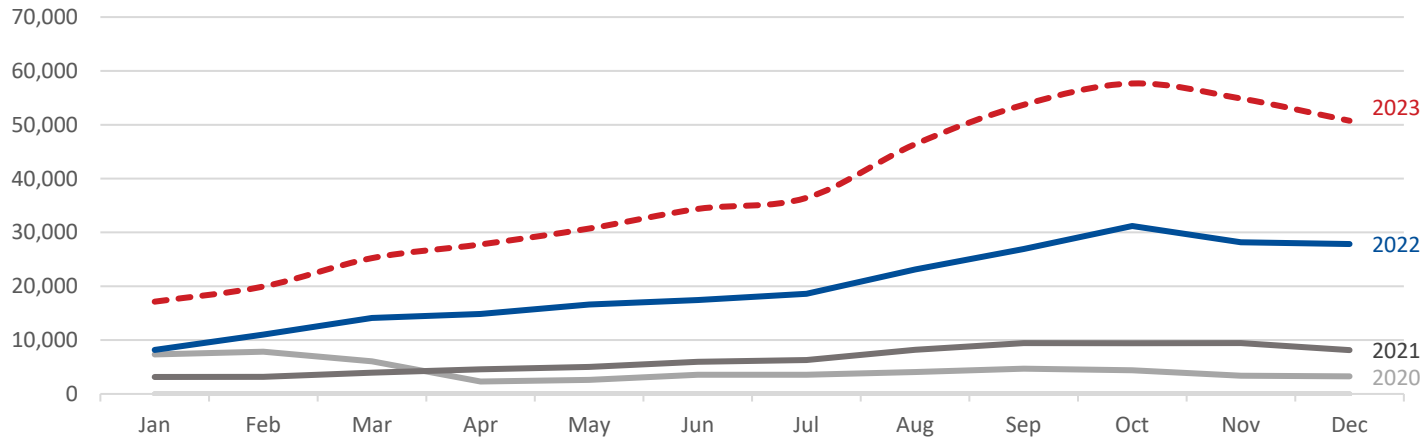
Paratransit Ridership



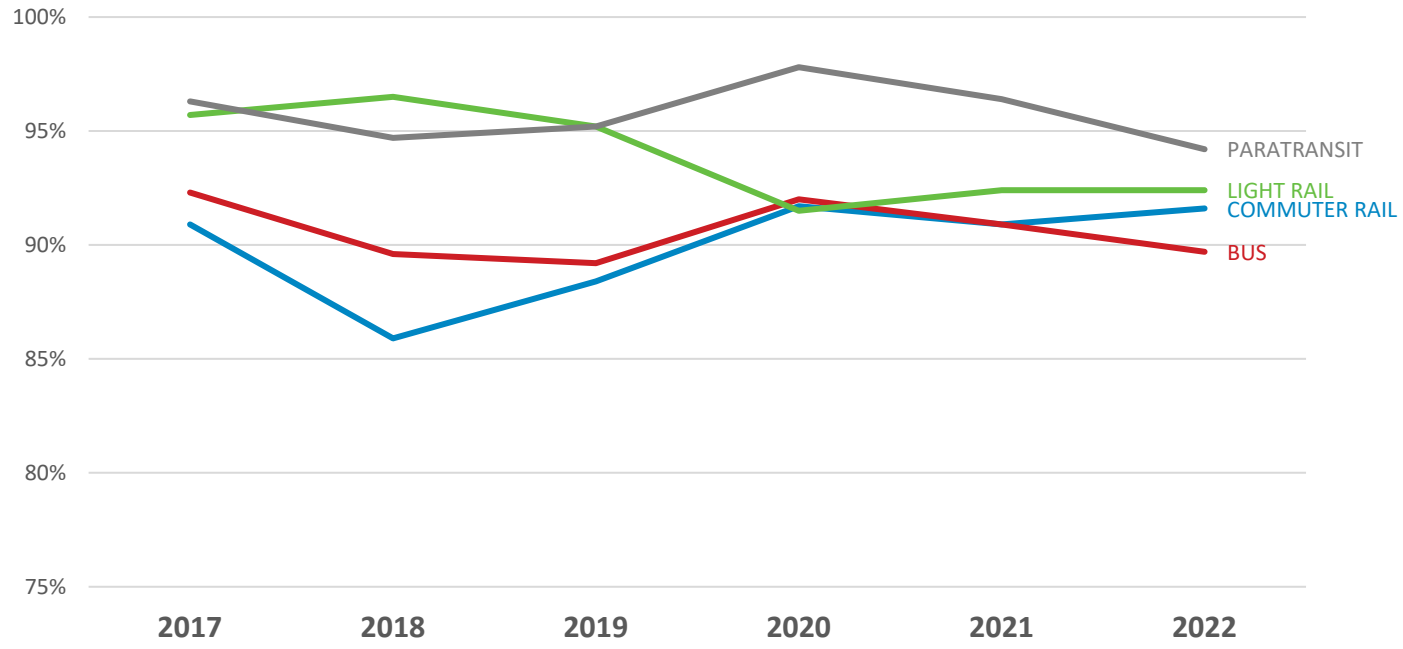
Vanpool Ridership



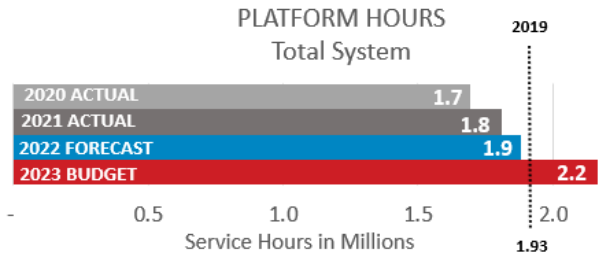
On Demand Ridership

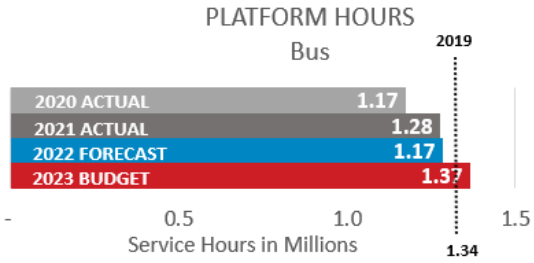


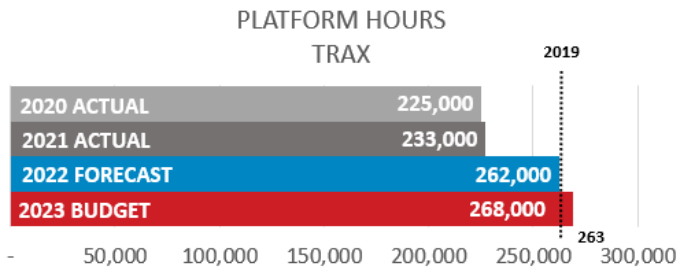
On-time Performance

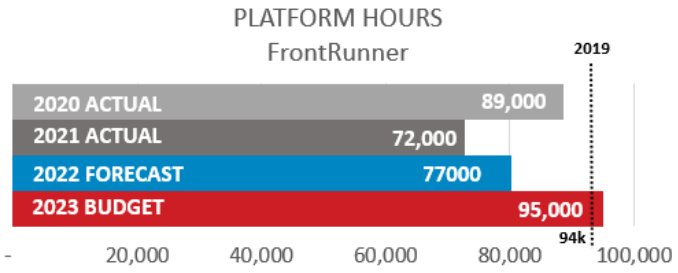


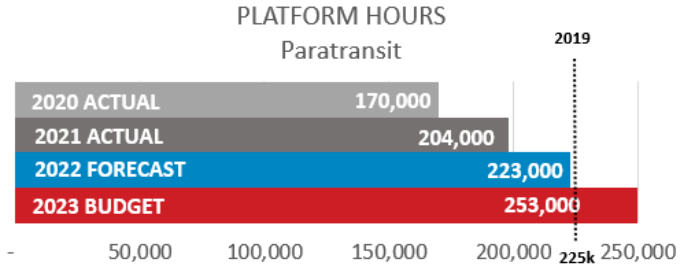
Platform Hours

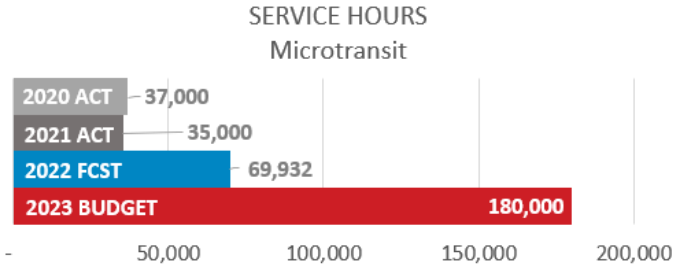








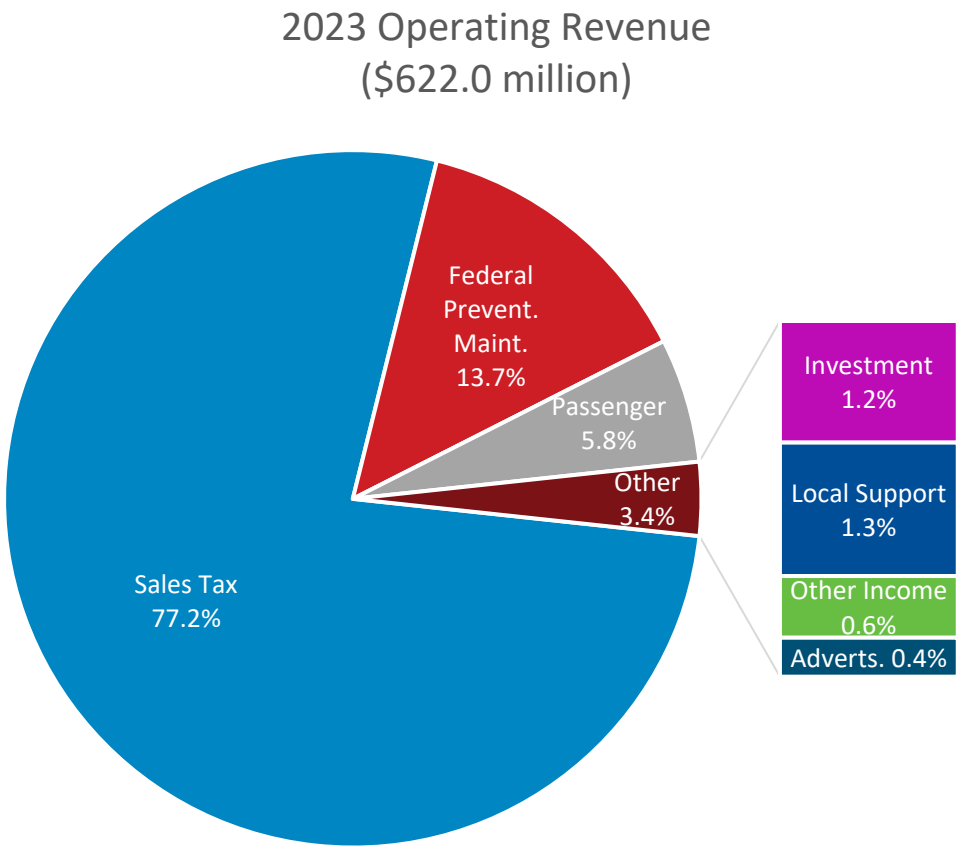




2023 Operating Revenue Summary

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

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

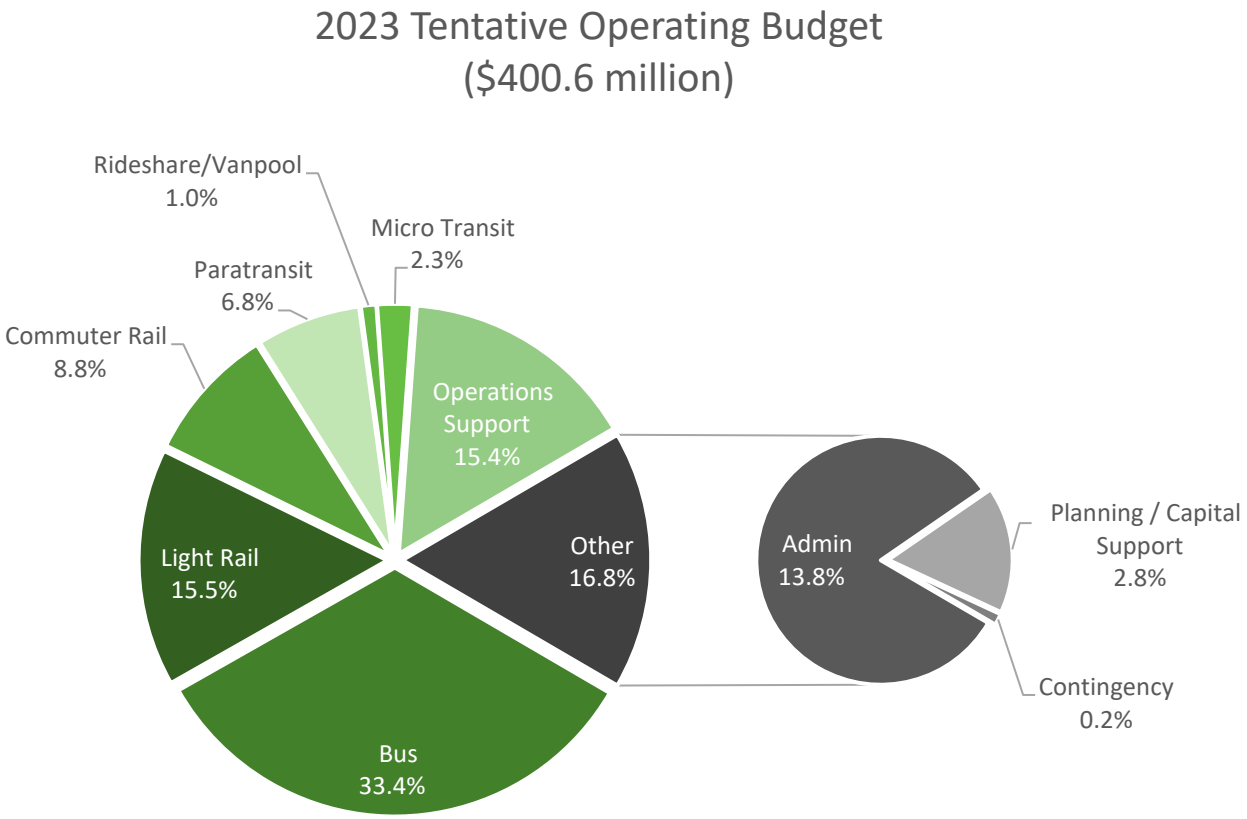


2023 Operating Expense Summary

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

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

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



2023 Operating Expense Budget

Summary by Mode

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

Summary by Office

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

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

Summary by Expense Category

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

Summary of budget changes

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

FTE Summary

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

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

Key Assumptions and Sources and Uses

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

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

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

The key assumptions in the 2023 budget are provided below.

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

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

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

Summary – 2023 Sources

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

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

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

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

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

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

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

Summary – 2023 Uses

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

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

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

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

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

Operating Sources – 2023 Detail

Sales and Use Tax

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

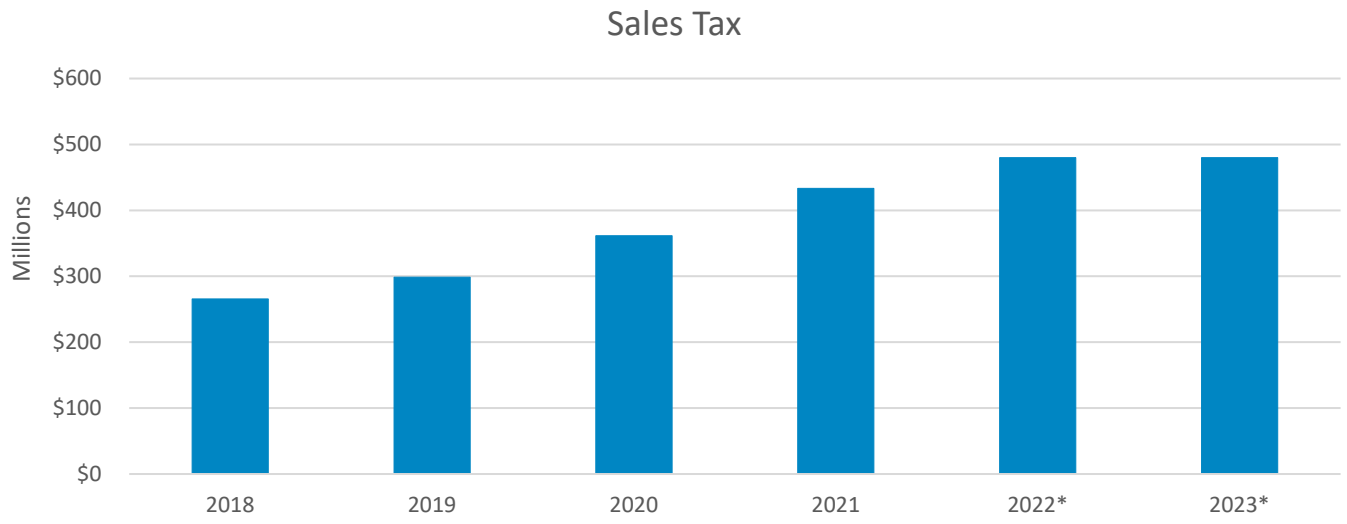
UTA's sales tax is applied by participating jurisdictions within the service area to gross taxable sales within the service district. From 2004 through 2021, sales taxes have grown by an annual average of 7.7%. Sales tax forecasting is a priority for UTA, and in 2021 UTA engaged Stephen C. Bannister,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

2023 Sales Tax Revenues - $480.0 million:

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

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

*Budget/Projected

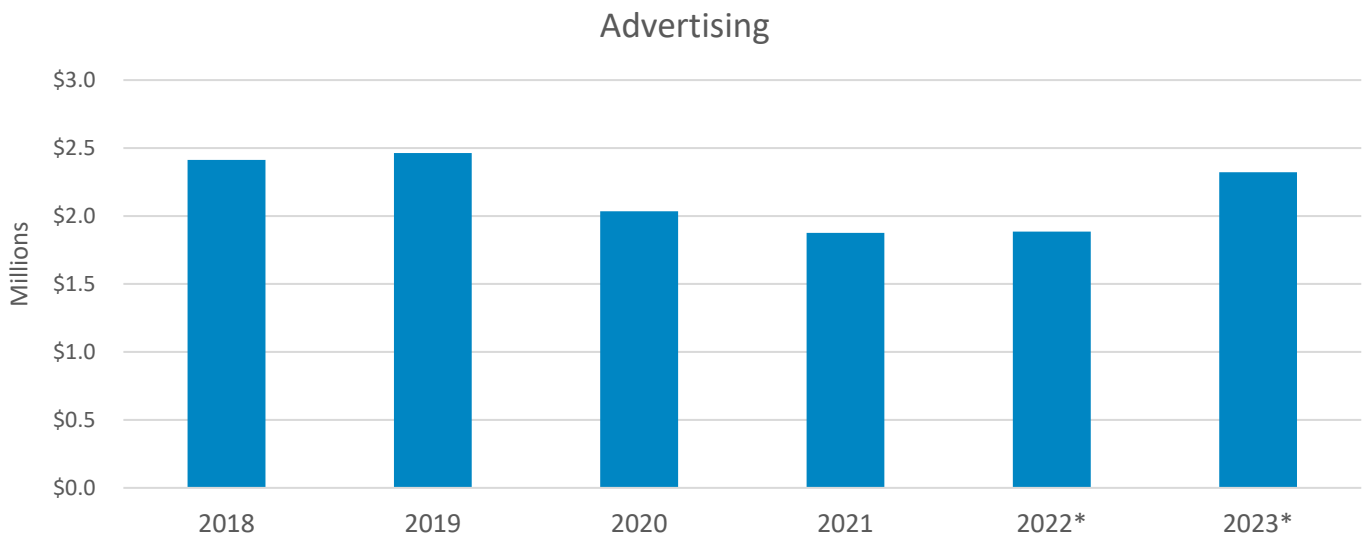


Advertising

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

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

* Budget/Projected



Passenger Revenue

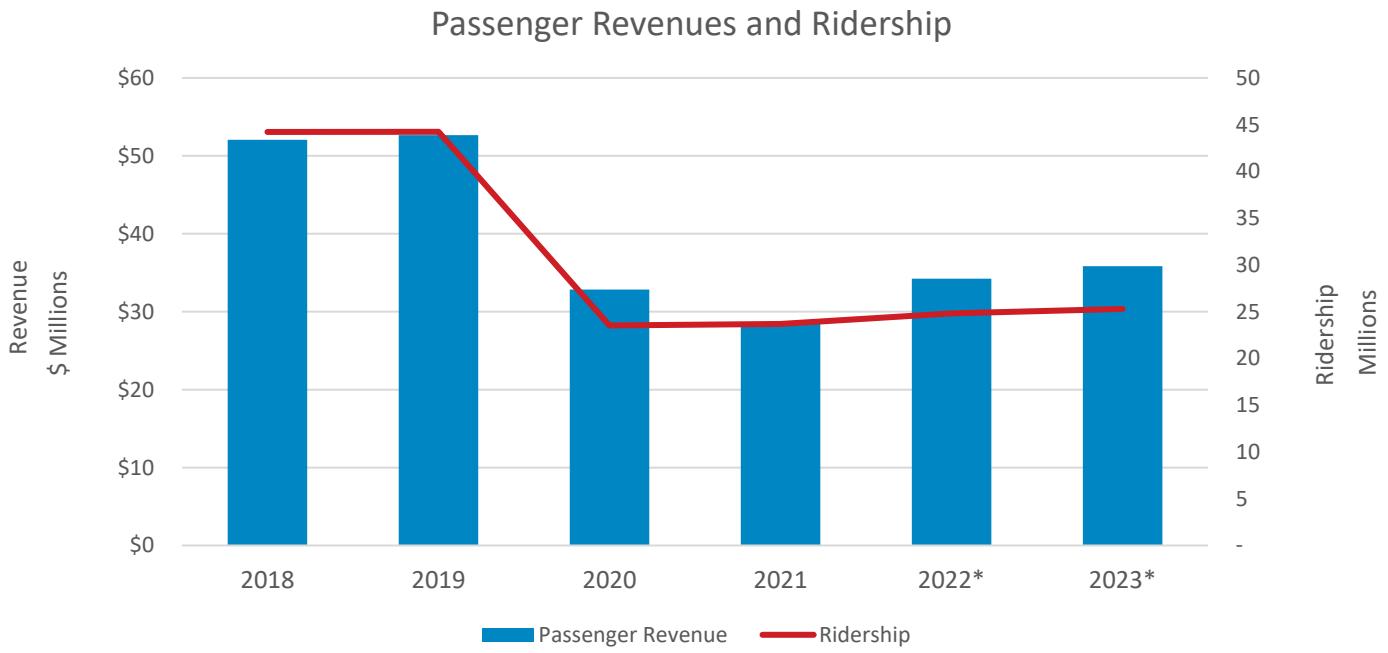
Since 2013, the Authority's base fare has been $2.50. Fares range from $1.25 for senior citizens to $5.50 for premium express service. Low income and fares for social service agencies receive discounts of up to 75 percent over the base fare. Service increases planned in 2023, and continued population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

2023 Passenger Revenue – $35.9 million:

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

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

* Budget/Projected



Federal Preventive Maintenance Formula Grants

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

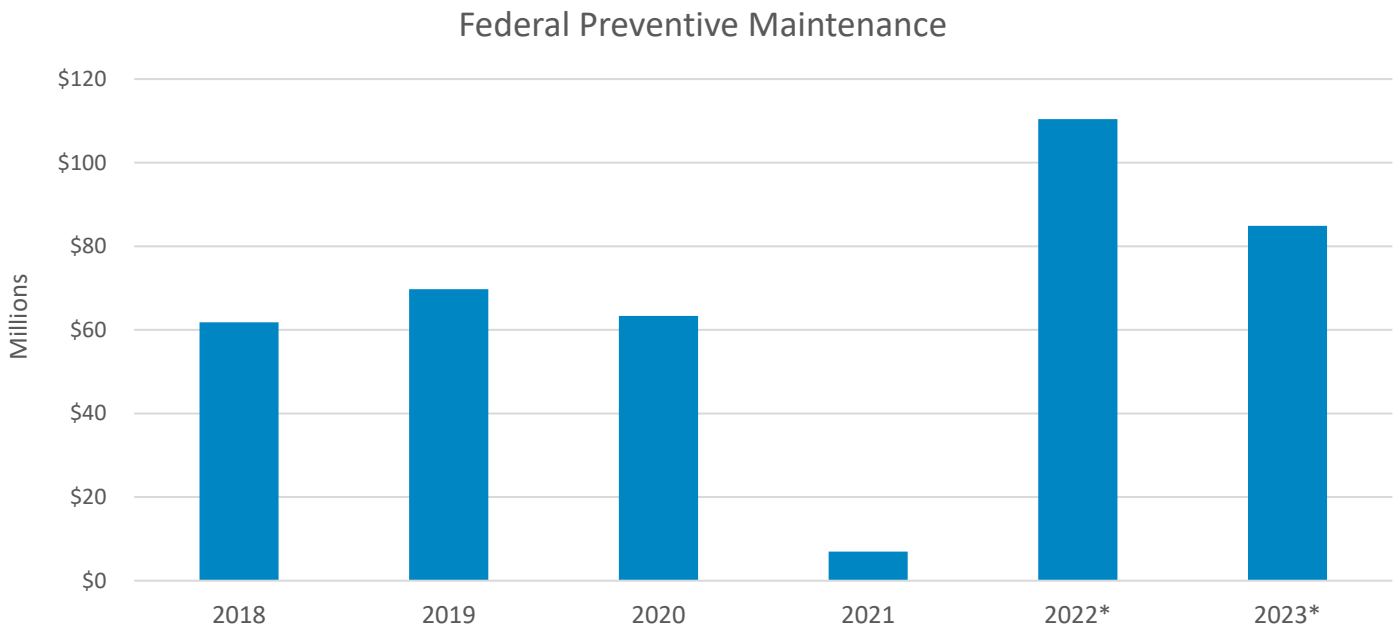
In 2021, Congress passed the Bipartisan Infrastructure Law. This landmark transportation funding bill significantly increased funding for the Nation's transportation infrastructure. This budget and 5-year plan reflect an approximate 30 percent increase in formula funds to UTA and UTA's pursuit of new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

2023 Federal Preventive Maintenance – $84.9 million

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

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

* Budget/Projected



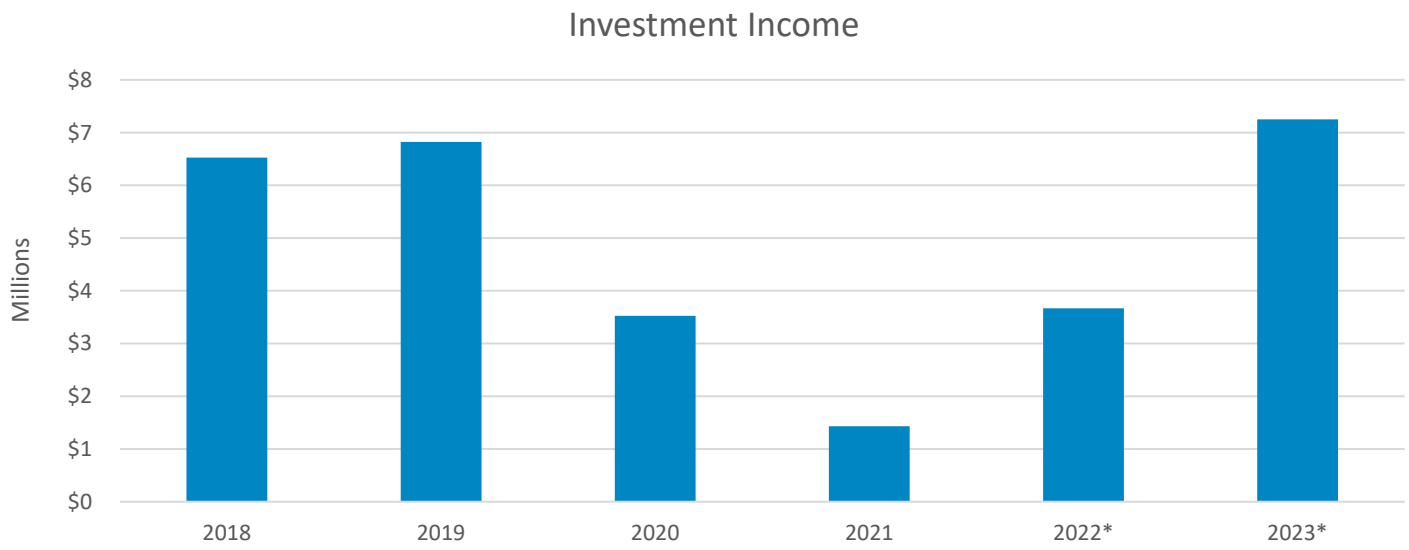
Investment Income

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

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

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

* Budget/Projected



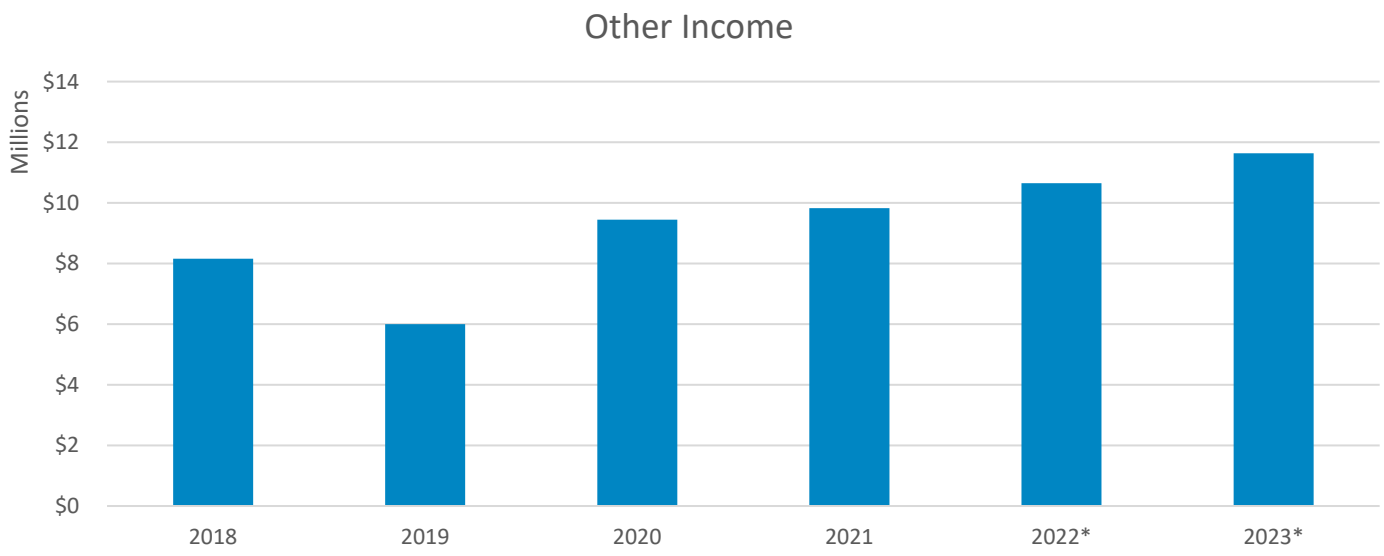
[7] Utah Code Chapter 51-7

Other Income

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

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

* Budget/Projected



Operating Uses – 2023 Detail

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

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

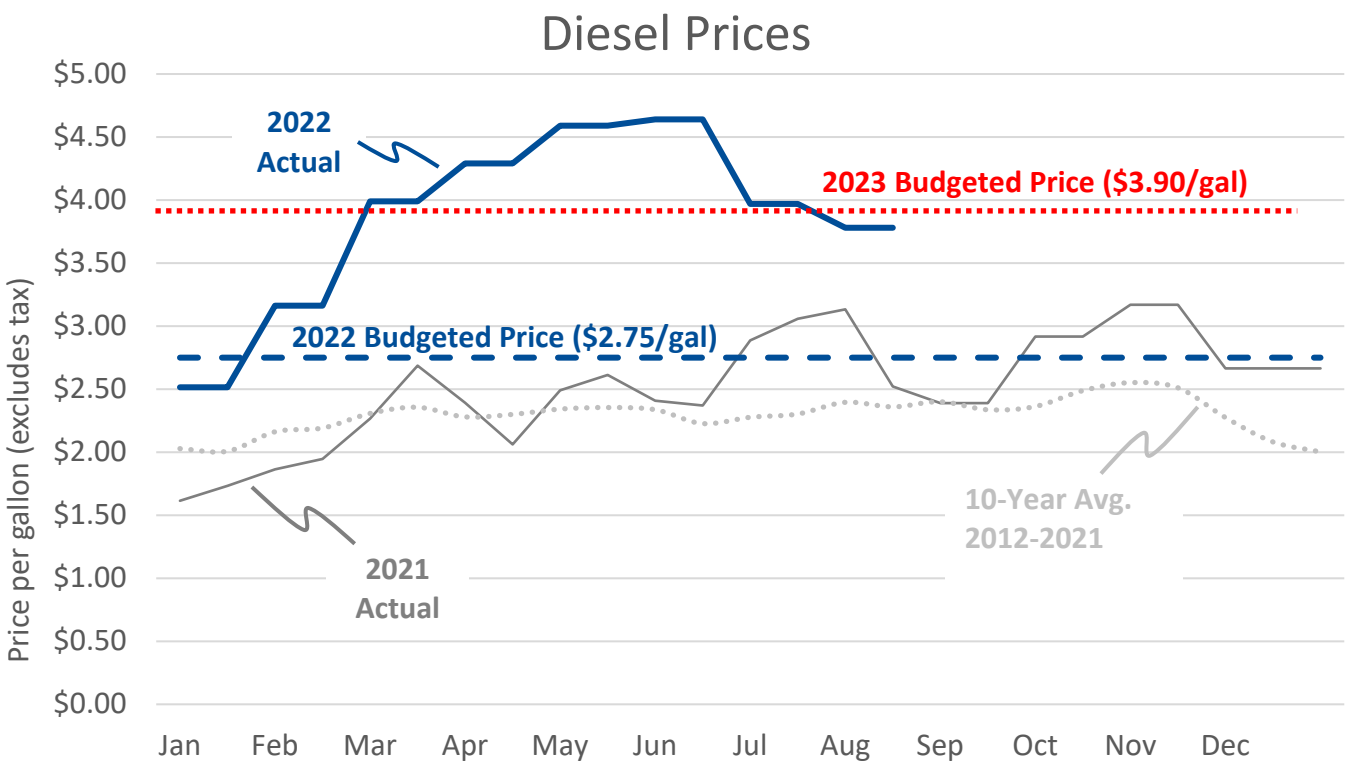
Parts - $23.4 million:
This 2023 budget reflects a $584,000 (2.6 percent) increase over 2022 budget. Inflation continues to drive parts and freight costs upwards. Furthermore, the addition of electric buses in Ogden to run the OGX BRT route has added to the increase in the total parts budget for 2022,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

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

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

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

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



Capitalized Costs – $11.1 million (credit):

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

Sources and Uses

5-Year Sources & Uses

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

E = A + B - C

G = E - F

[1] Repayment of state funds

2023 Operating Budget Request Detail

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

2023 Additions

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

Service Strategy

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

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

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

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

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

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

Regulatory/Board/ROI

2023 Regulatory/Board/ROI

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

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

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

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

Audit/Federal Compliance

2023 Audit/Federal Compliance

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

This request includes two elements.

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

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

Agency Requests

2023 Agency Requests

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

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

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

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

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

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

Capital Position Requests

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

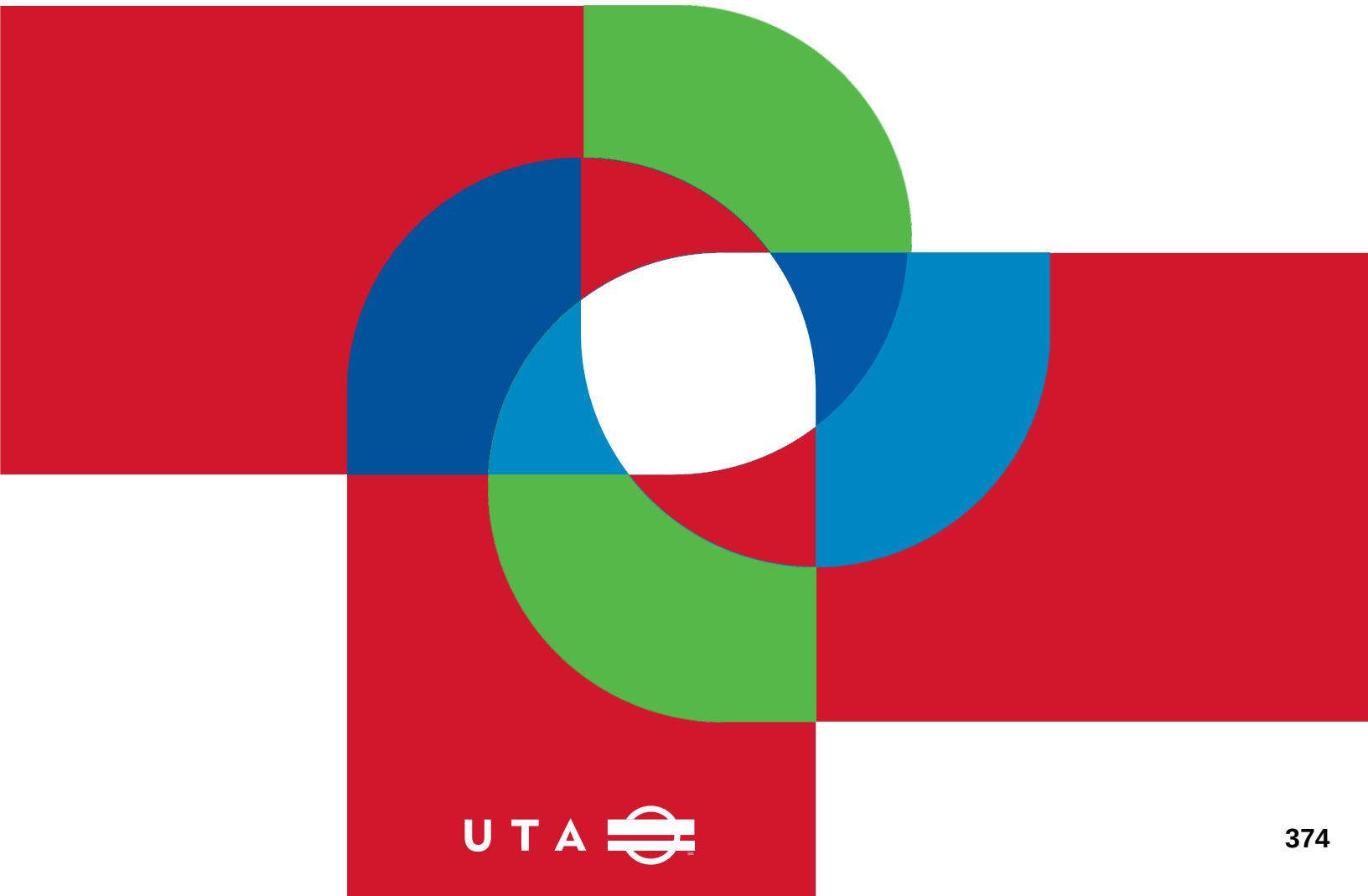
2023 Capital Positions

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

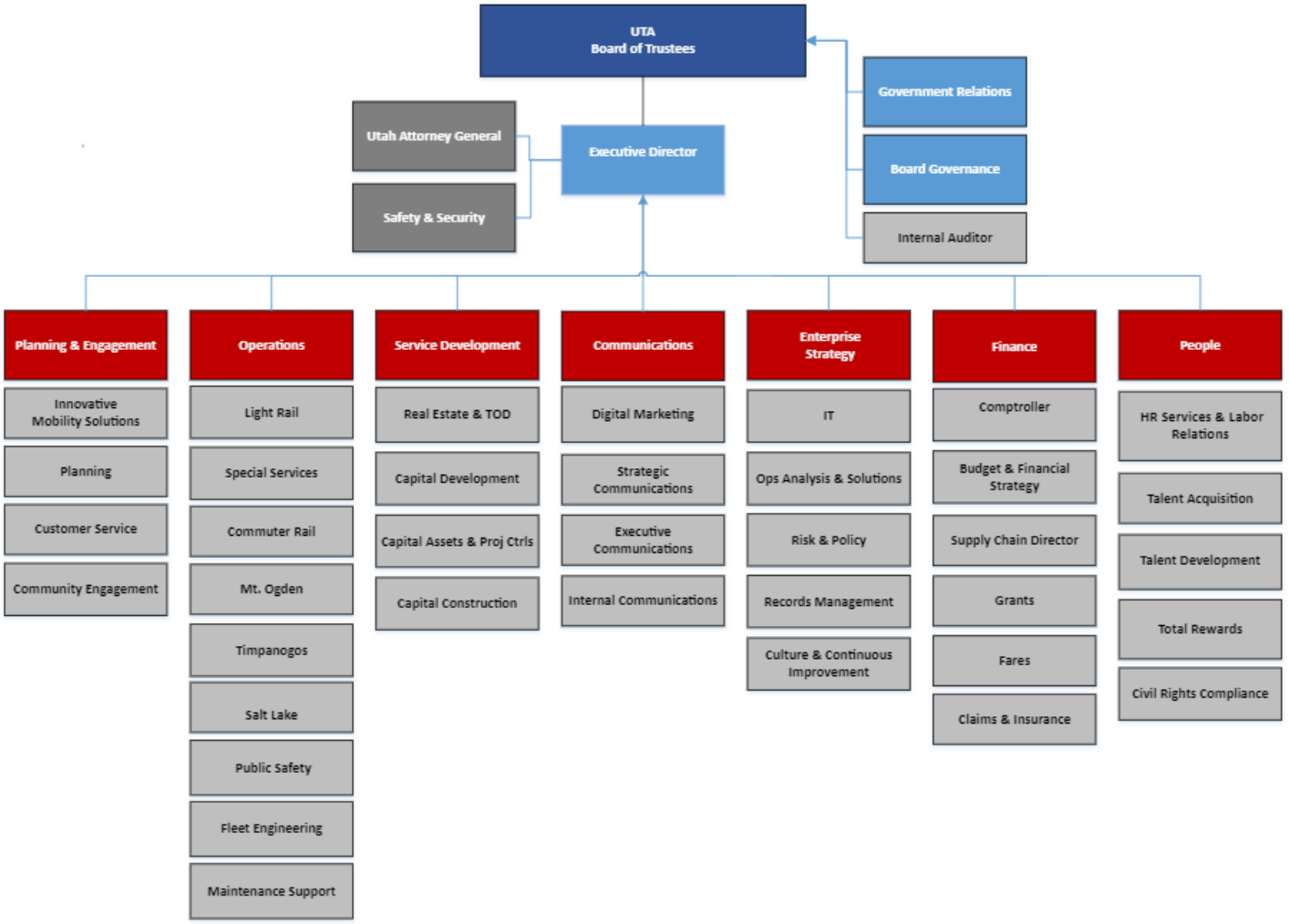
The table below quantifies the ongoing costs that will be incurred by the capital program associated with these nine positions.

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

Departmental Information



Org Chart – 2023



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

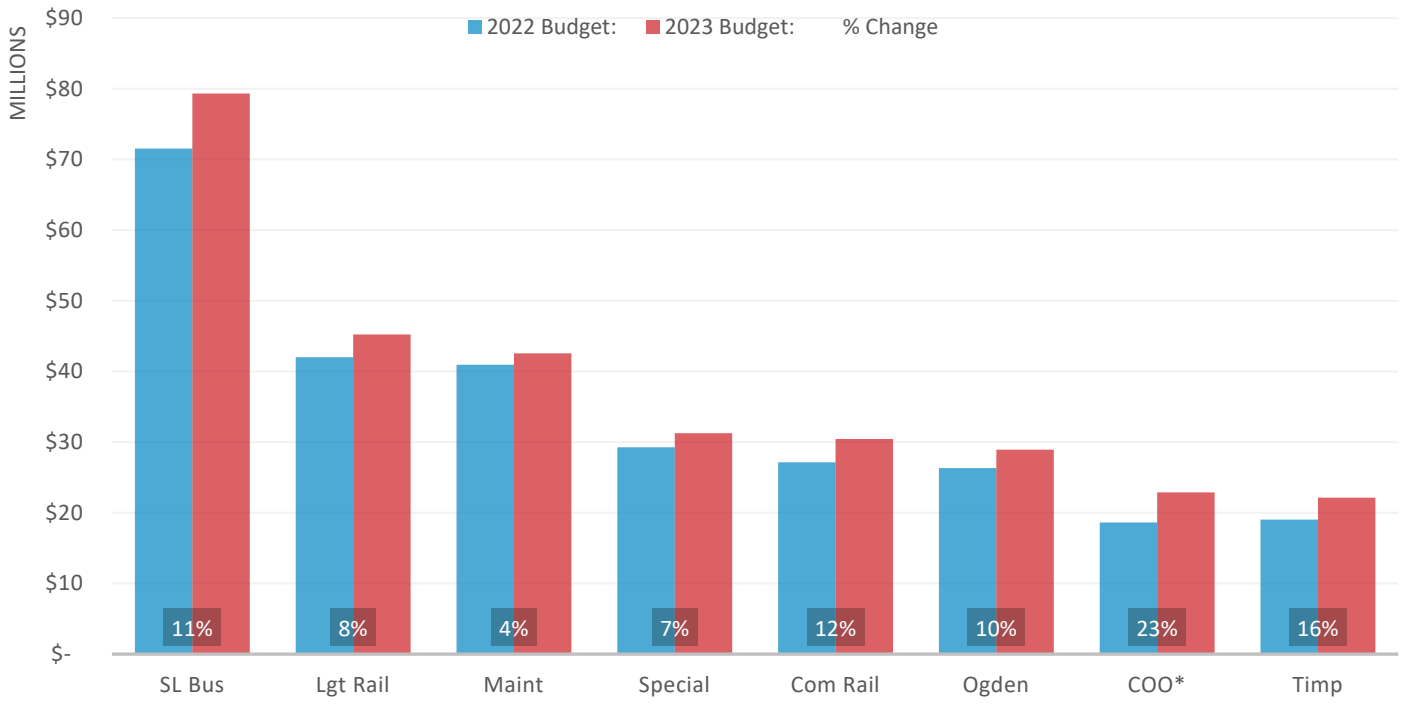
Operations

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

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

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

2023 Operations Budget Expenses by Department



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

**COO Office Includes Public Safety and Fleet Engineering*

2023 Proposed Operations Budget Expenses by Category

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

Operations FTE Summary: 2022 Budget and 2023 Budget

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

2023 Operations Budget Changes

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

Summary of 2023 budget changes

Summary

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

COO Office

COO Office Total

$22,869,000
141.7 FTE

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

2023 COO Operating Budget Expenses by Department

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

2023 COO Operating Budget Expenses by Category

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

COO FTE Summary: 2023 Budget and 2023 Budget

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

Summary of budget changes:

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

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

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

2022 Carry Forward:
COO Service Contingency: $0.5 million

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

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

Summary

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

Salt Lake Service Unit

SL Bus Total

$79,332,000
750 FTE

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

2023 Salt Lake Operating Budget Expenses by Department

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

2023 Salt Lake Operating Budget Expenses by Category

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

Salt Lake FTE Summary: 2023 Budget and 2023 Proposed Budget

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

Summary of budget changes:

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

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

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

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

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

Summary

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

Timpanogos Service Unit

Timpanogos Total
$22,126,000
196.0 FTE

Timpanogos Bus Administration
$452,000
3.0 FTE

Timpanogos Bus Operations
$13,134,000
151.0 FTE

Timpanogos Bus Maintenance
$8,539,000
42.0 FTE

2023 Timpanogos Operating Budget Expenses by Department

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

2023 Timpanogos Operating Budget Expenses by Category

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

Timpanogos FTE Summary: 2022 Budget and 2023 Budget

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

Summary of budget changes:

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

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

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

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

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

Summary

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

Ogden Service Unit

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

2023 Mt. Ogden Operating Budget Expenses by Department

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

2023 Mt. Ogden Operating Budget Expenses by Category

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

Mt. Ogden FTE Summary: 2022 Budget and 2023 Budget

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

Summary of budget changes:

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

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

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

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

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

Summary

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

Special Services Service Unit

Special Services Total
$31,252,000
216.0 FTE

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

2023 Special Services Operating Budget Expenses by Department

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

2023 Special Services Operating Budget Expenses by Category

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

Special Services FTE Summary: 2022 Budget and 2023 Proposed Budget

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

Summary of budget changes:

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

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

Service Changes:
South SL County service adjustments $0.1 million

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

2023 Additions:
Small Service adjustments: $0.3 million

Summary

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

Light Rail Service Unit

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

2023 Light Rail Operating Budget Expenses by Department

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

2023 Light Rail Operating Budget Expenses by Category

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

Light Rail FTE Summary: 2022 Budget and 2023 Budget

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

Summary of budget changes:

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

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

Service Changes:
MLK Day Observation: $0.1 million

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

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

Summary

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

Commuter Rail Service Unit

Commuter Rail Total
$30,443,000
175.0 FTE

Commuter Rail Administration
$560,000
3.0 FTE

Commuter Rail Operations
$9,955,000
108.0 FTE

Commuter Rail Maintenance
$19,927,000
64.0 FTE

2023 Commuter Rail Operating Budget Expenses by Department

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

2023 Commuter Rail Operating Budget Expenses by Category

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

Commuter Rail FTE Summary: 2022 Budget and 2023 Budget

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

Summary of budget changes:

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

Service Changes:
MLK Day Observation: $0.1 million

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

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

Summary

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

Maintenance Management Service Unit

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

2023 Maintenance Management Operating Budget Expenses by Department

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

2023 Maintenance Management Operating Budget Expenses by Category

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

Maintenance Management FTE Summary: 2022 Budget and 2023 Budget

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

Summary of budget changes:

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

One-time expenses:
Small one-time items

2023 Additions:
Increases contract svc expenses

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

Summary

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

Executive Director

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

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

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

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

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

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

2023 Executive Director Operating Budget Expenses by Division

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

2023 Executive Director Operating Budget Expenses by Category

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

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

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

Executive Director FTE Summary: 2022 Budget and 2023 Budget

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

Summary of budget changes:

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

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

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

2022 Carry Forward:
Executive Director Contingency: $1.0 million

2023 Changes:
Reductions in miscellaneous areas

Summary

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

Communication

Office of Communication Total

$3,943,000
15.0 FTE

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

2023 Communication Operating Budget Expenses by Division

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

2023 Communication Operating Budget Expenses by Category

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

2023 Communication FTE Summary:

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

Summary of budget changes:

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

One-time expenses:
See Exec Dir

Staffing Changes:
New Chief Communications Officer

Other Increases:
Inflation adjustments for contract services and other items

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

Summary

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

Planning & Engagement

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

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

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

2023 Planning & Engagement Operating Budget Expenses by Department

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

2023 Planning & Engagement Operating Budget Expenses by Category

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

Planning & Engagement FTE Summary: 2022 Budget and 2023 Budget

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

Summary of budget changes:

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

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

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

Service Changes:
Microtransit Annualized Changes: $1.9 million

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

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

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

Summary

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

People

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

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

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

2023 People Office Operating Budget Expenses by Department

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

2023 People Office Operating Budget Expenses by Category

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

People FTE Summary: 2022 Budget and 2023 Budget

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

Summary of budget changes:

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

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

Staffing Changes:
MOW Trainer: $0.1 million

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

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

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

Summary

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

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

Finance

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

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

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

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

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

2023 Finance Operating Budget Expenses by Department

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

2023 Finance Operating Budget Expenses by Category

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

Finance FTE Summary: 2022 Budget and 2023 Budget

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

Summary of budget changes:

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

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

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

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

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

Summary

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

Service Development

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

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

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

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

2023 Service Development Operating Budget Expenses by Department

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

2023 Service Development Operating Budget Expenses by Category

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

Service Development FTE Summary: 2022 Budget and 2023 Budget

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

Summary of budget changes:

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

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

Staffing Changes:
Non-Revenue Fleet Maintenance Specialist

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

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

Summary

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

Enterprise Strategy

Enterprise Strategy Total

$24,822,000
122.0 FTE

Enterprise Strategy Admin
$2,818,000
19.0 FTE

Operations Analysis
$2,854,000
25.5 FTE

Information Technology
$19,150,000
77.5 FTE

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

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

2022 Enterprise Strategy Operating Budget Expenses by Department

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

2023 Enterprise Strategy Operating Budget Expenses by Category

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

Enterprise Strategy FTE Summary: 2022 Budget and 2023 Budget

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

Summary of budget changes:

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

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

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

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

2022 Carry Forward:
Overlap Business Analyst positions for transition

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

Summary

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

UTA Board of Trustees

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

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

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

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

2023 Board of Trustees Operating Budget Expenses by Department

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

2023 Board of Trustees Operating Budget Expenses by Category

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

Board of Trustees FTE Summary: 2022 Budget and 2023 Budget

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

Summary of budget changes:

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

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

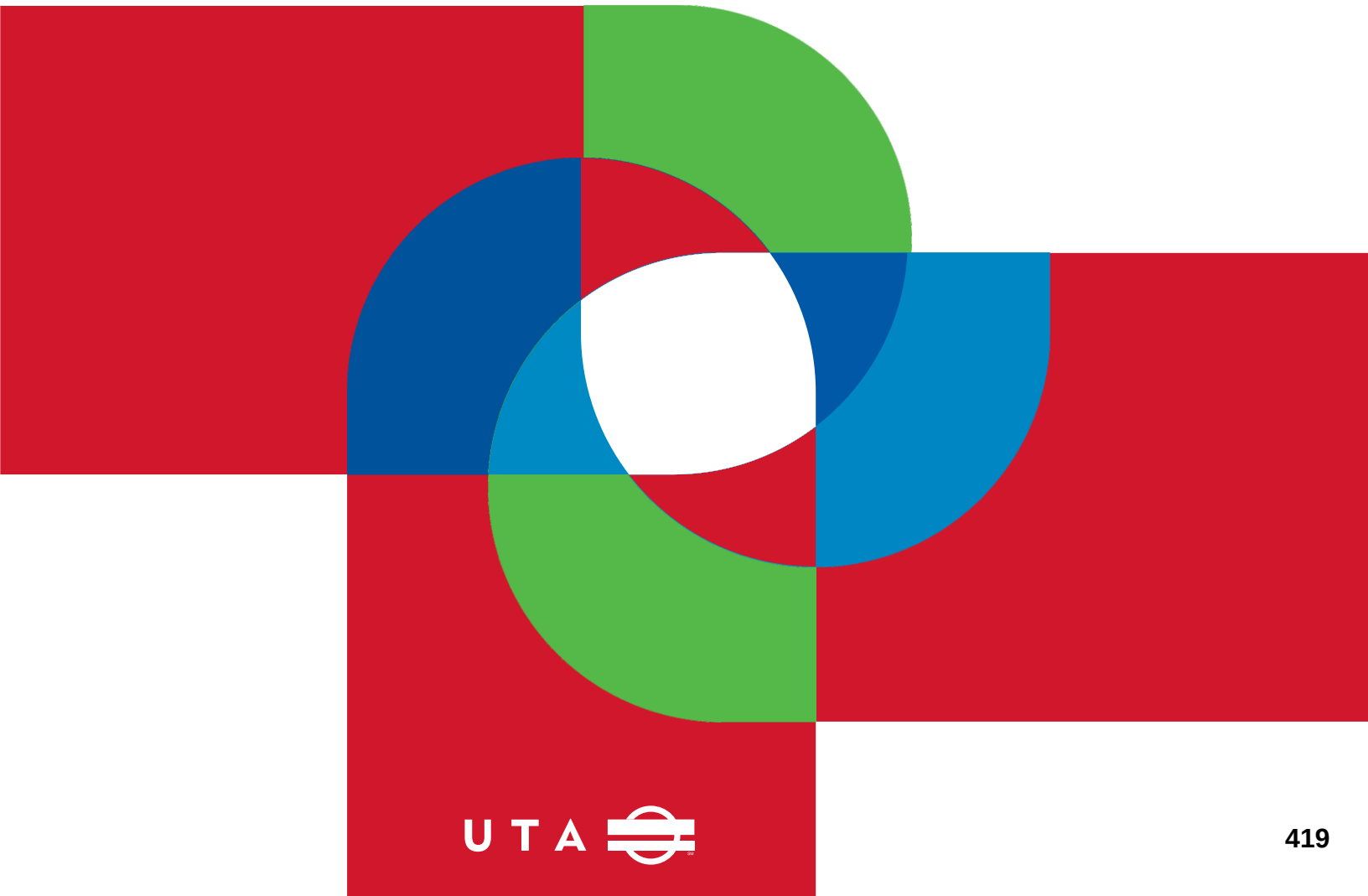
Other Increases:
Other materials and services increases: $37k

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

Summary

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

Capital and Debt



2023 Capital Budget and 5-Year Plan

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

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

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

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

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

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

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

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

2023 Capital Budget Project Summary

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

2023 State of Good Repair Summary

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

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

2023 Major Project Summary

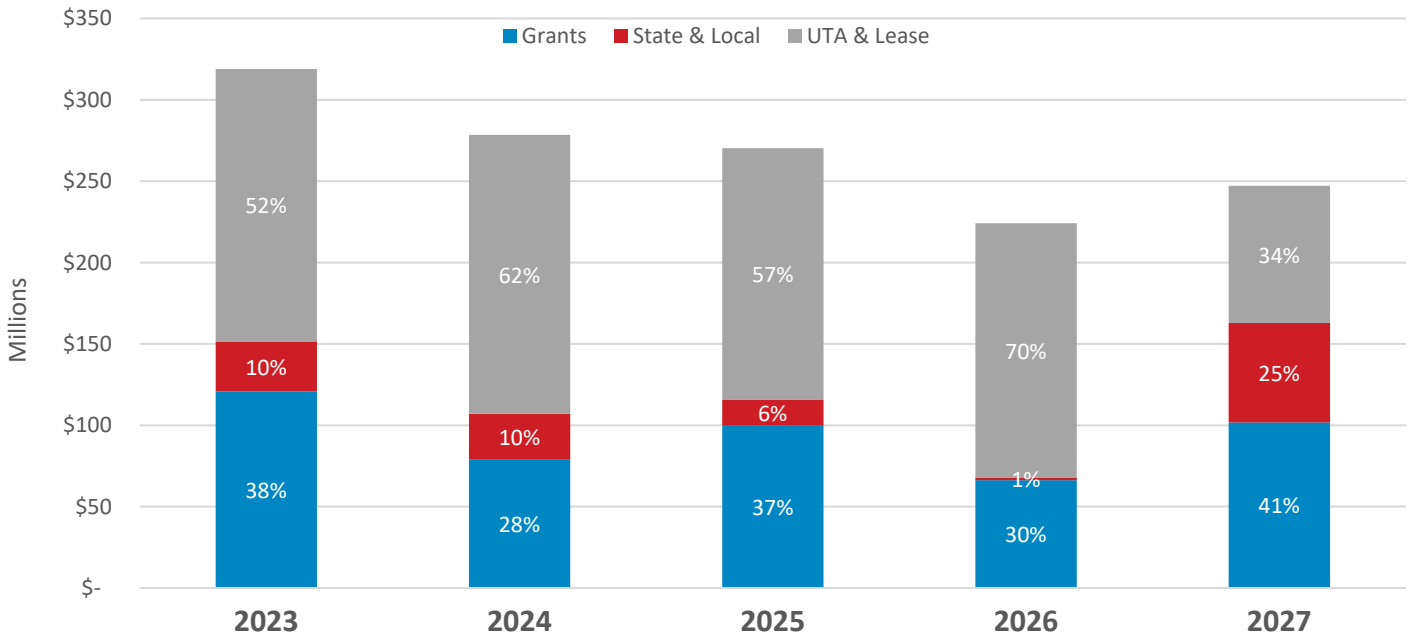
Non-SGR projects with a total 2023 budget $5 million and greater are listed below:

Highlighted Projects	2023 Total Budget	2023 Grants	2023 State & Local	2023 UTA & Lease
MSP253 Mid-Valley Connector	$15,001,000	$9,228,000	$5,773,000	-
Ogden/Weber State University BRT	14,785,000	13,625,000	-	1,160,000
Depot District	12,001,000	8,695,000	3,117,000	189,000
TIGER Program of Projects	10,460,000	4,464,000	1,477,000	4,519,000
Public Partnership Projects	10,000,000	-	-	10,000,000
Fares Systems Replacement Program	5,500,000	-	-	5,500,000
ROW & Facility Property Opportunity	5,000,000	-	-	5,000,000
HB433 Future Rail Car Purchase Payment	5,000,000	-	-	5,000,000
Capital Contingency	5,000,000	-	-	5,000,000
Grand Total	**$82,747,000**	**$36,012,000**	**$10,367,000**	**$36,368,000**

5-Year Plan: 2023-2027

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

Capital Revenues



Capital Sources & Uses

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

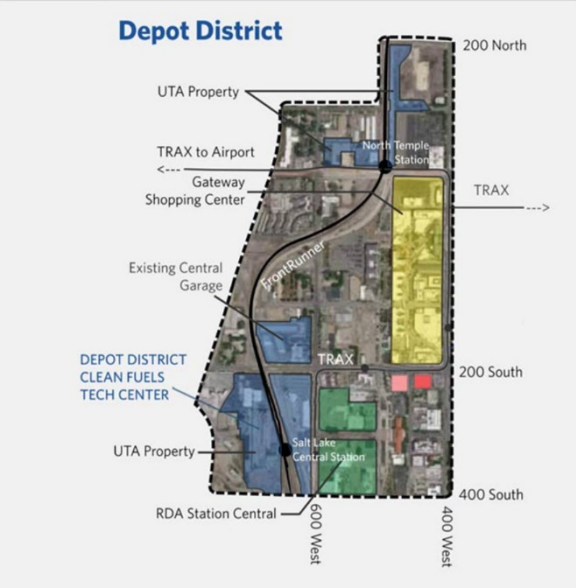
	Uses	2023	2024	2025	2026	2027	Total	%
Projects	Light Rail Vehicle Replacement	$2,000	$5,000	$16,000	$73,500	$143,500	$240,000	18%
	Replacement Buses	31,452	38,787	42,816	50,891	26,910	190,856	14%
	MSP253 Mid-Valley Connector	15,001	45,103	43,976	-	-	104,080	8%
	Light Rail Vehicle Rehab	13,610	10,662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

Major Capital Projects

MSP102 Depot District

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

Total Estimated Lifetime Budget: $95,000,000



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

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

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

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

SGR040 Light Rail Vehicle Rehab

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

This is an ongoing project



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

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

REV211 Replacement and Expansion Buses

2023-2027 Budget Plan: $ 190,496,000

Total Estimated Lifetime Budget: Ongoing



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

2022 procurements are:

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

2023-2027 procurements are summarized on the next page.

Replacement Buses Project Details:

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

REV238 Light Rail Vehicle Replacement

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

Total Estimated Lifetime Budget: $240,000,000

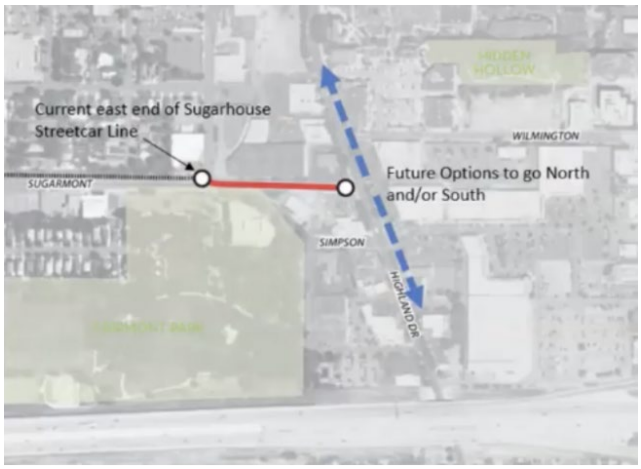


Summary: This project will replace 23 of the SD100 light rail vehicles and 17 of the SD160 Light Rail vehicles. This project is in the grant planning and acquisition phase. Currently, the Capital Construction team is supporting the grant application process. The federal Notice of Funding Opportunity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

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

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

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



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

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

2023-2027 Program Details:

Rail Infrastructure

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

SGR397 Traction Power Rehab/Replacement

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

Total Estimated Lifetime Budget: $53,471,000



Summary:

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

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

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

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

SGR403 Train Control Rehab – Replacement

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

Total Estimated Lifetime Budget: Ongoing Project



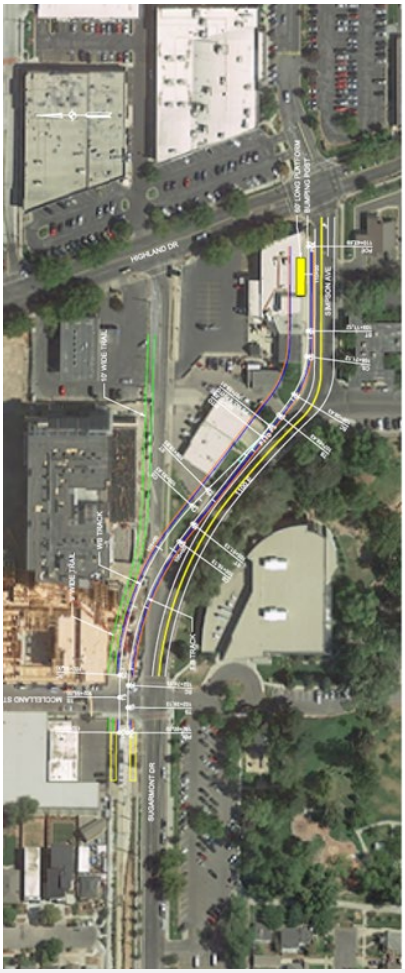
Summary: This project consists of several Train Control rehabilitation and modernization projects. These projects include safety upgrades, grade crossing timing modifications, remote time of day timer modernization, time synchronization for wayside devices, bar signal maintenance, powering up of interlockings,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

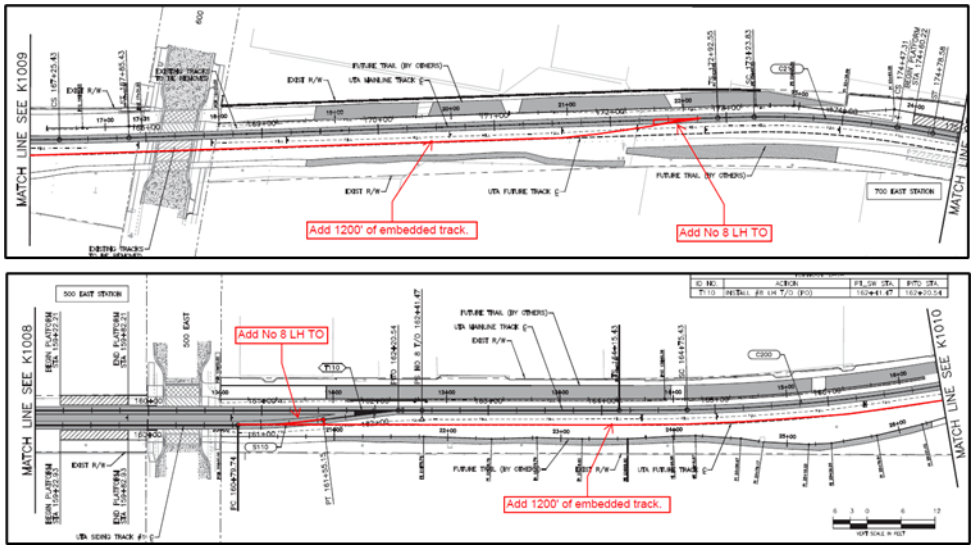
As part of the ongoing improvements completed under these system upgrades, UTA and its patrons will realize operational efficiencies that provide optimized service based on the design and technological capabilities of UTA's system.

MSP259 S-Line Expansion Project

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

Total Estimated Lifetime Budget: $12,000,000





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

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

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

ICI222 Integrated System for Collecting Fares

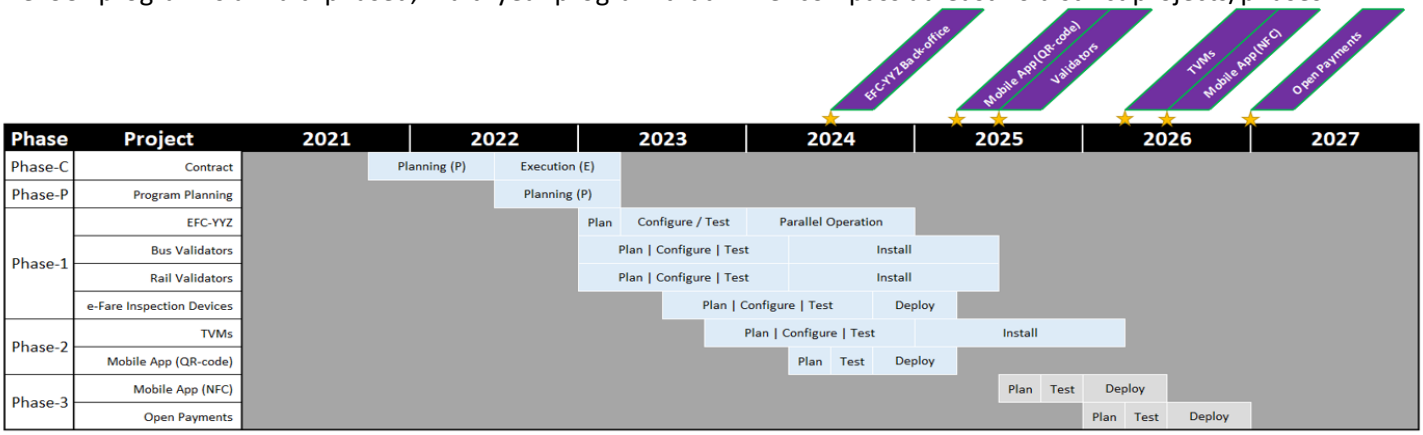
Approved Budget thru 2022: $ 100,000 **2023-2027 Budget Plan: $ 37,187,000**

Total Estimated Lifetime Budget: $37,187,000

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

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

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



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

MSP253 Mid-Valley Connector

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

Total Estimated Lifetime Budget: $106,602,000



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

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

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

http://midvalleyconnector.com/

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

MSP205 TIGER Program of Projects

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

Total Estimated Lifetime Budget: $ 50,420,000

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

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

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

Project Partners

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

Projects (Remaining)

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

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

MSP185 Ogden-WSU BRT / Weber Intermodal

Approved Budget thru 2022: $87,694,000 **2023-2027 Budget Plan: $ 17,403,000**

Total Estimated Lifetime Budget: $120,000,000



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

Gap in funding is currently being addressed.

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

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

Measuring the State of Good Repair (SGR)

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

Published in July 2016, the rule:

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

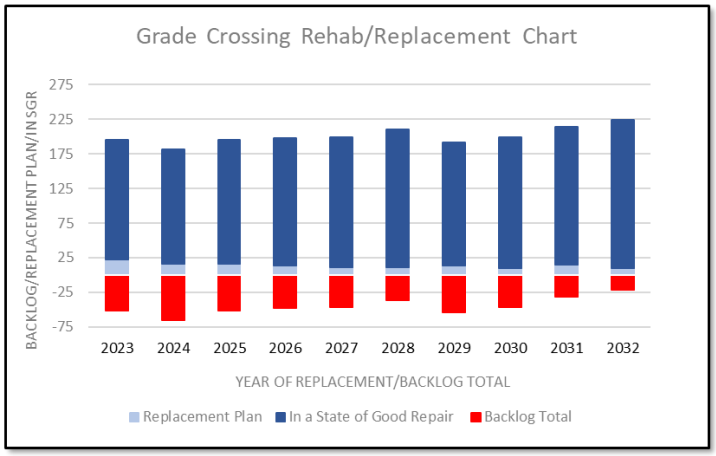
More specifically, the rule requires FTA grantees to develop asset management plans for their public transportation assets that should include vehicles, facilities, equipment, and support infrastructure.

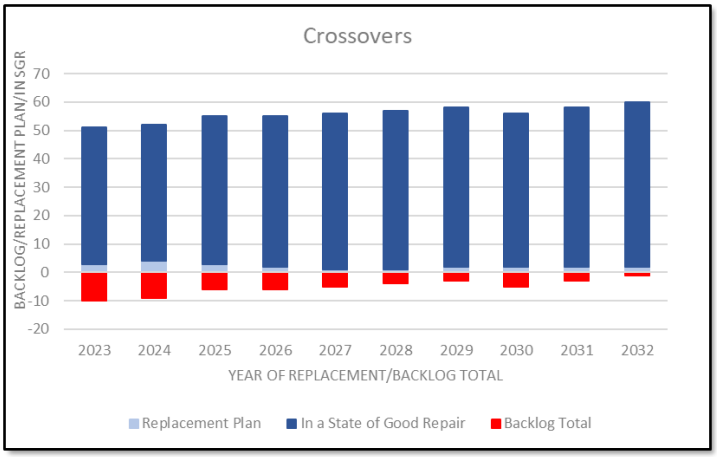
UTA staff participated in the development of TAM and contributed to the Transit Asset Management Systems Handbook[9]. Using the guiding principles and TAM framework, UTA implemented an integrated program of preventive maintenance, capital repairs, and asset replacement to achieve the lowest life cycle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

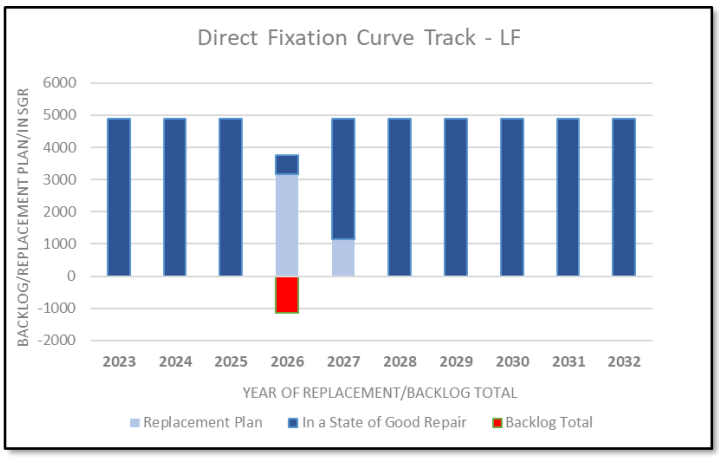
The metrics on the following pages provide information about the number of assets in each asset class, assets operating within their useful life by year, the annual workplan, and the effect of the annual work plan has on the number of assets operating in a state of good repair.

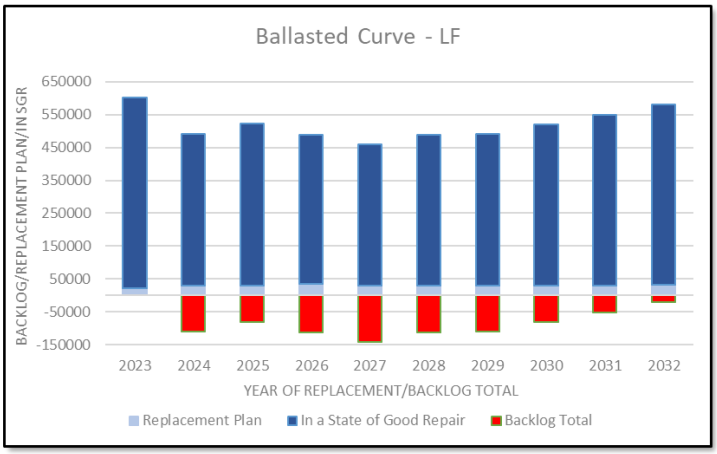
[9] Transit Asset Management Systems Handbook: Focusing on the Management of Our Transit Investments (dot.gov)

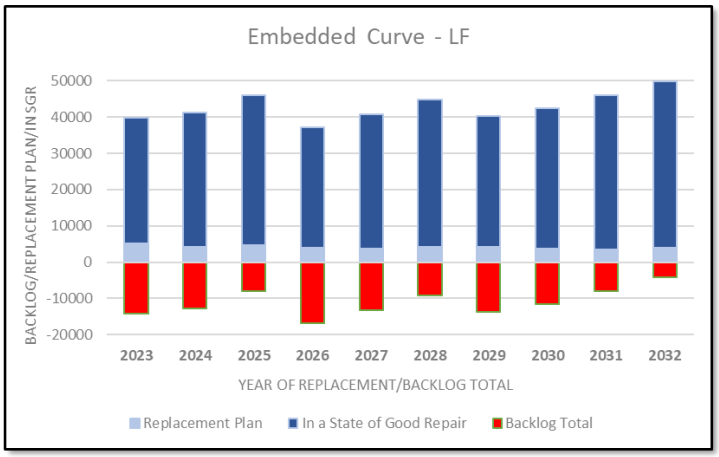
Track and Structures

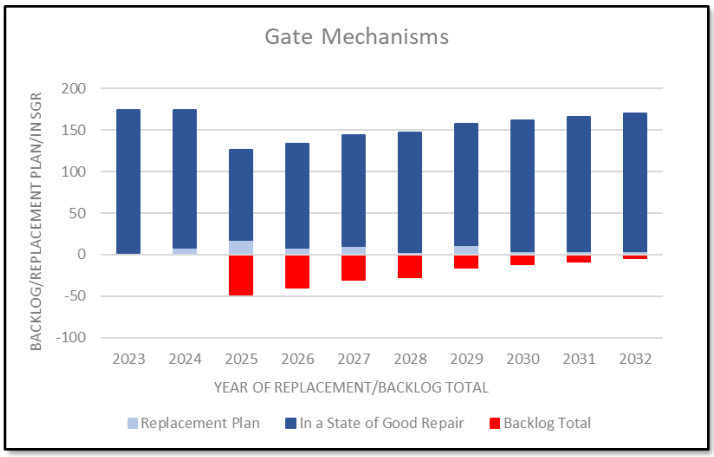




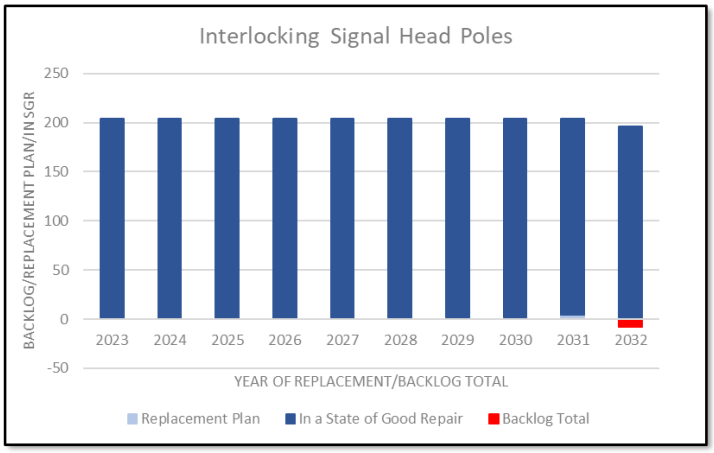


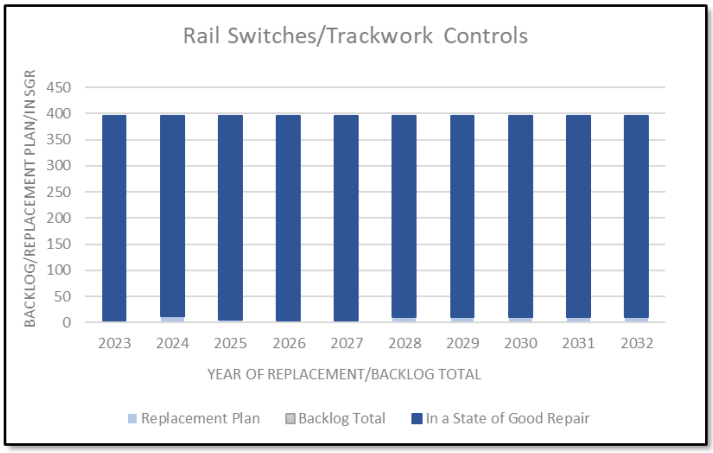


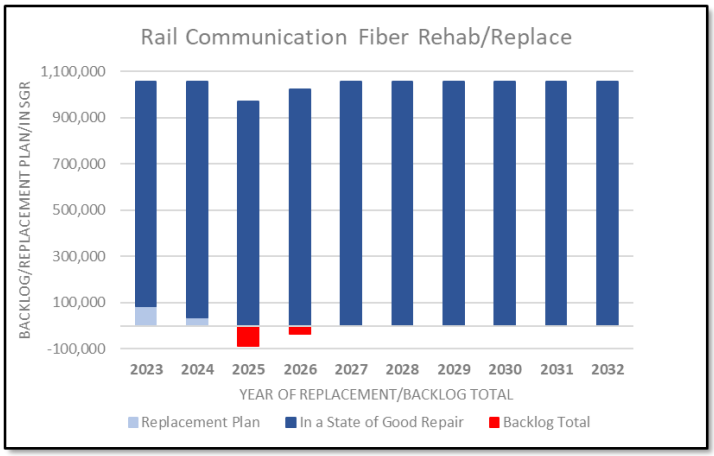




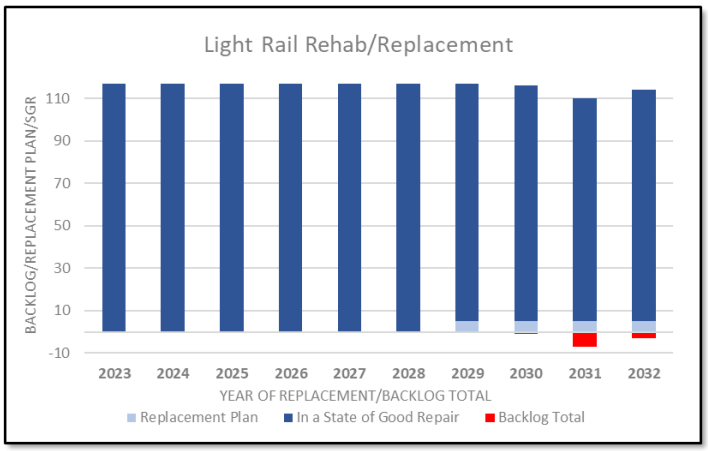
Track & Structures (Continued)

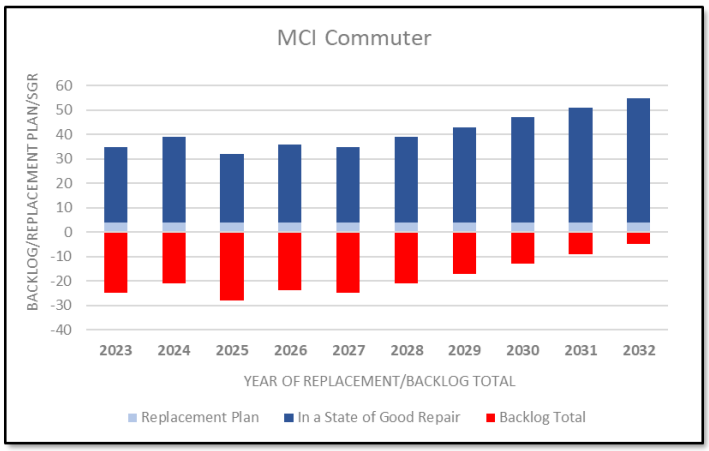


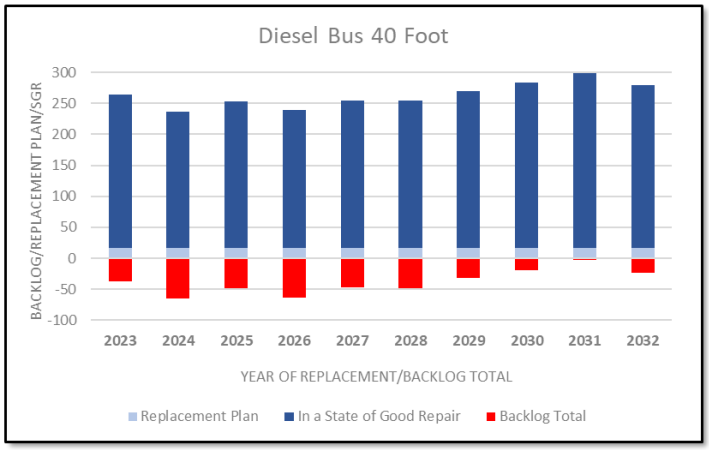


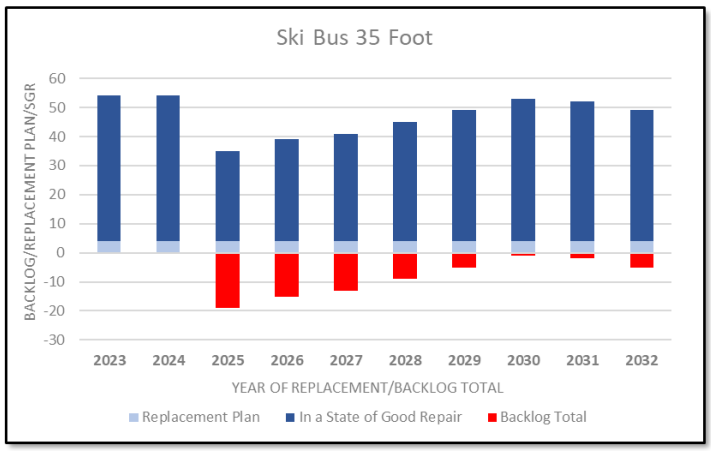


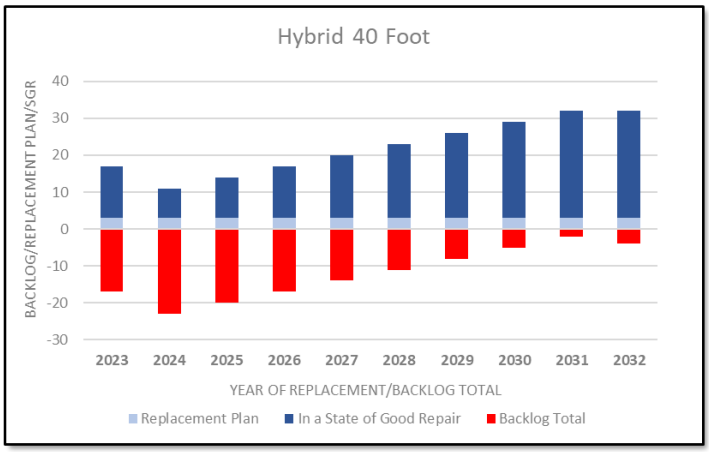
Revenue Fleet

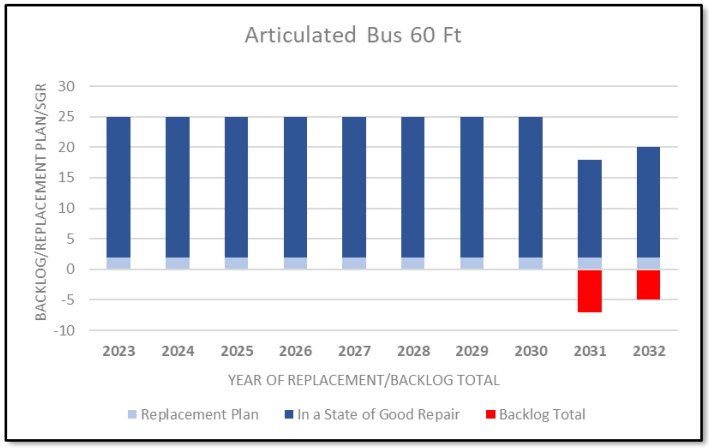




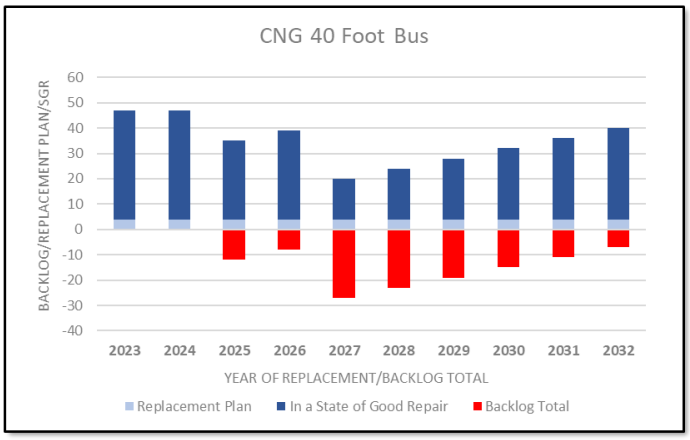


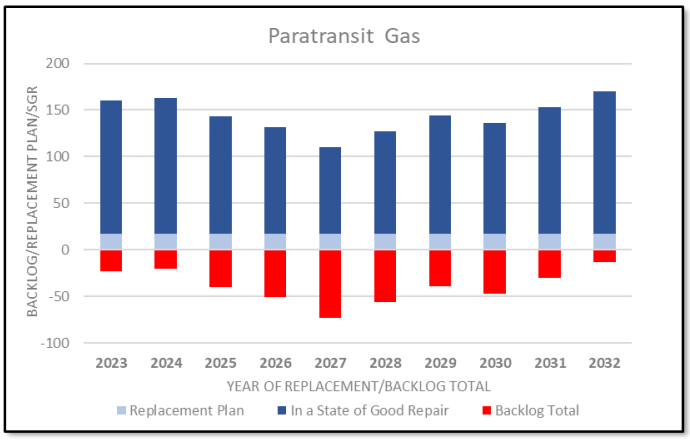


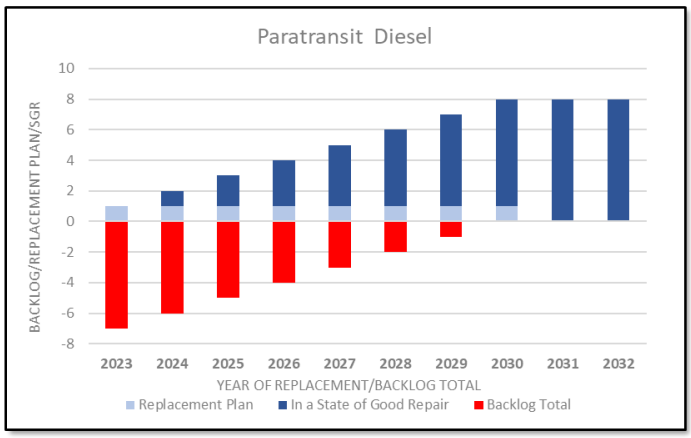


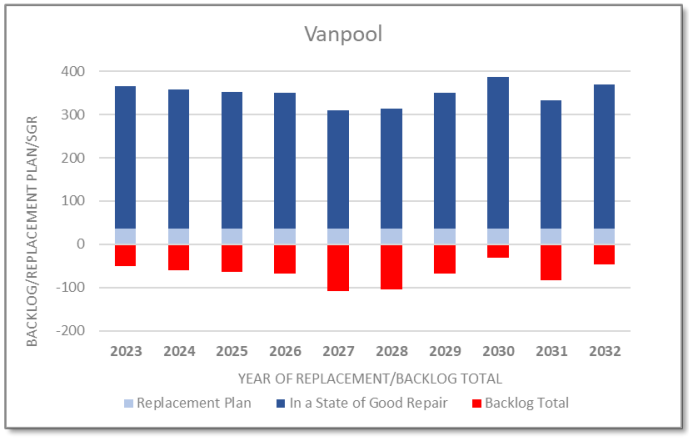


Revenue Fleet (Continued)

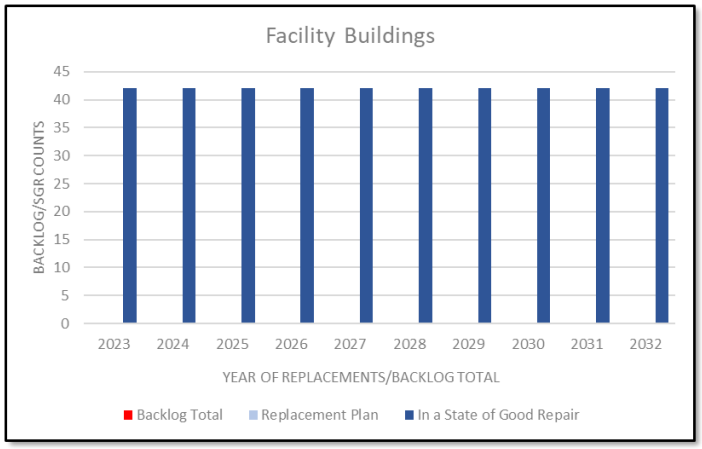


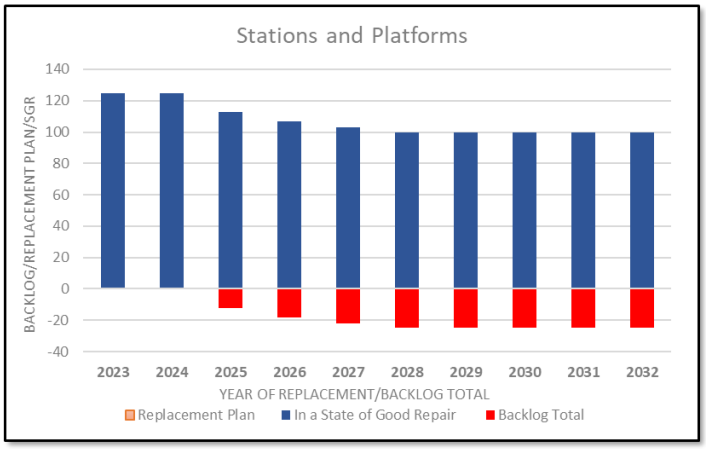


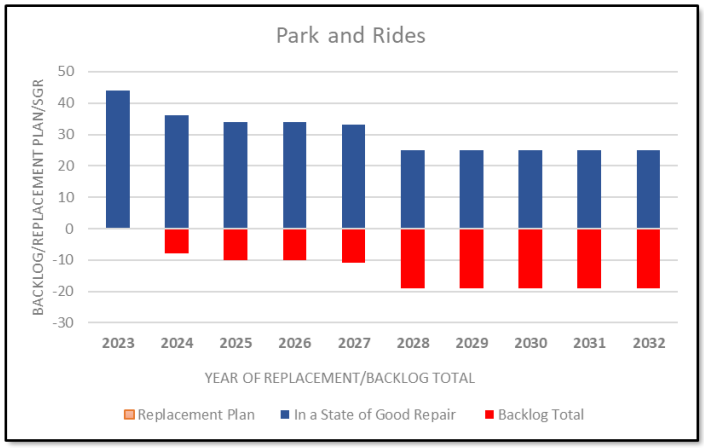


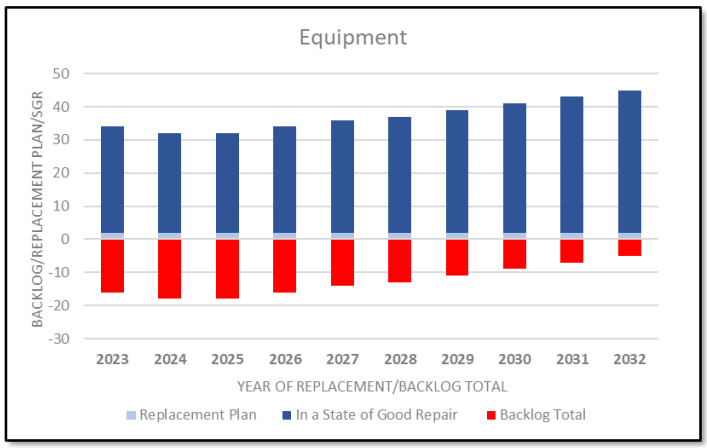


Facilities

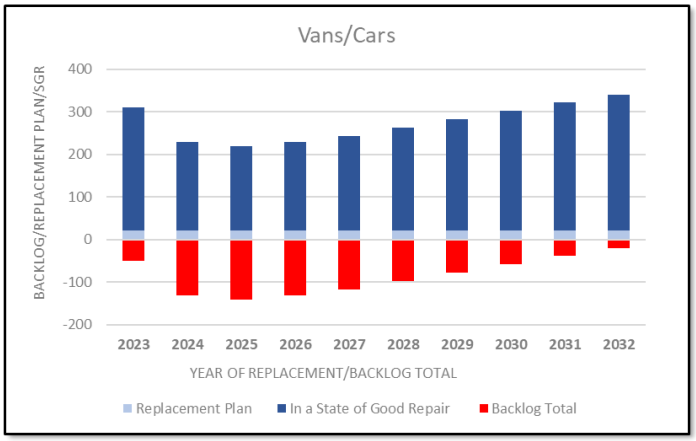

Facility Buildings
BACKLOG/SGR COUNTS
45
40
35
30
25
20
15
10
5
0
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
YEAR OF REPLACEMENTS/BACKLOG TOTAL
Backlog Total
Replacement Plan
In a State of Good Repair

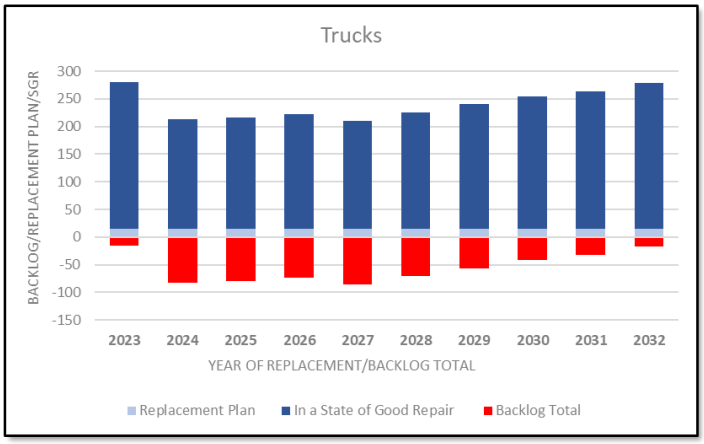

Stations and Platforms
BACKLOG/REPLACEMENT PLAN/SGR
140
120
100
80
60
40
20
0
-20
-40
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
YEAR OF REPLACEMENT/BACKLOG TOTAL
Replacement Plan
In a State of Good Repair
Backlog Total

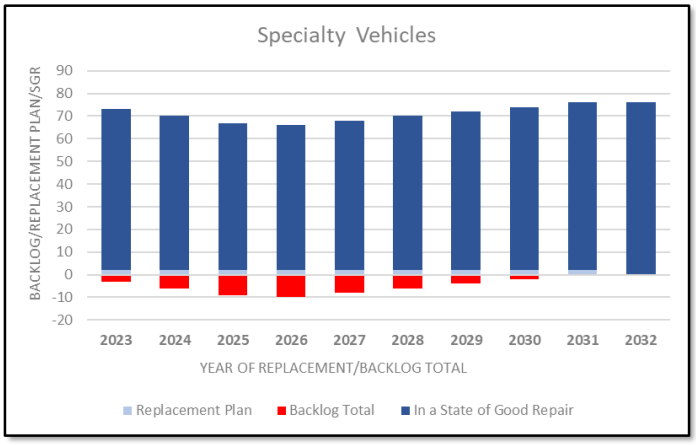

Park and Rides
BACKLOG/REPLACEMENT PLAN/SGR
50
40
30
20
10
0
-10
-20
-30
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
YEAR OF REPLACEMENT/BACKLOG TOTAL
Replacement Plan
In a State of Good Repair
Backlog Total


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

Non-Revenue Fleet







Debt

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

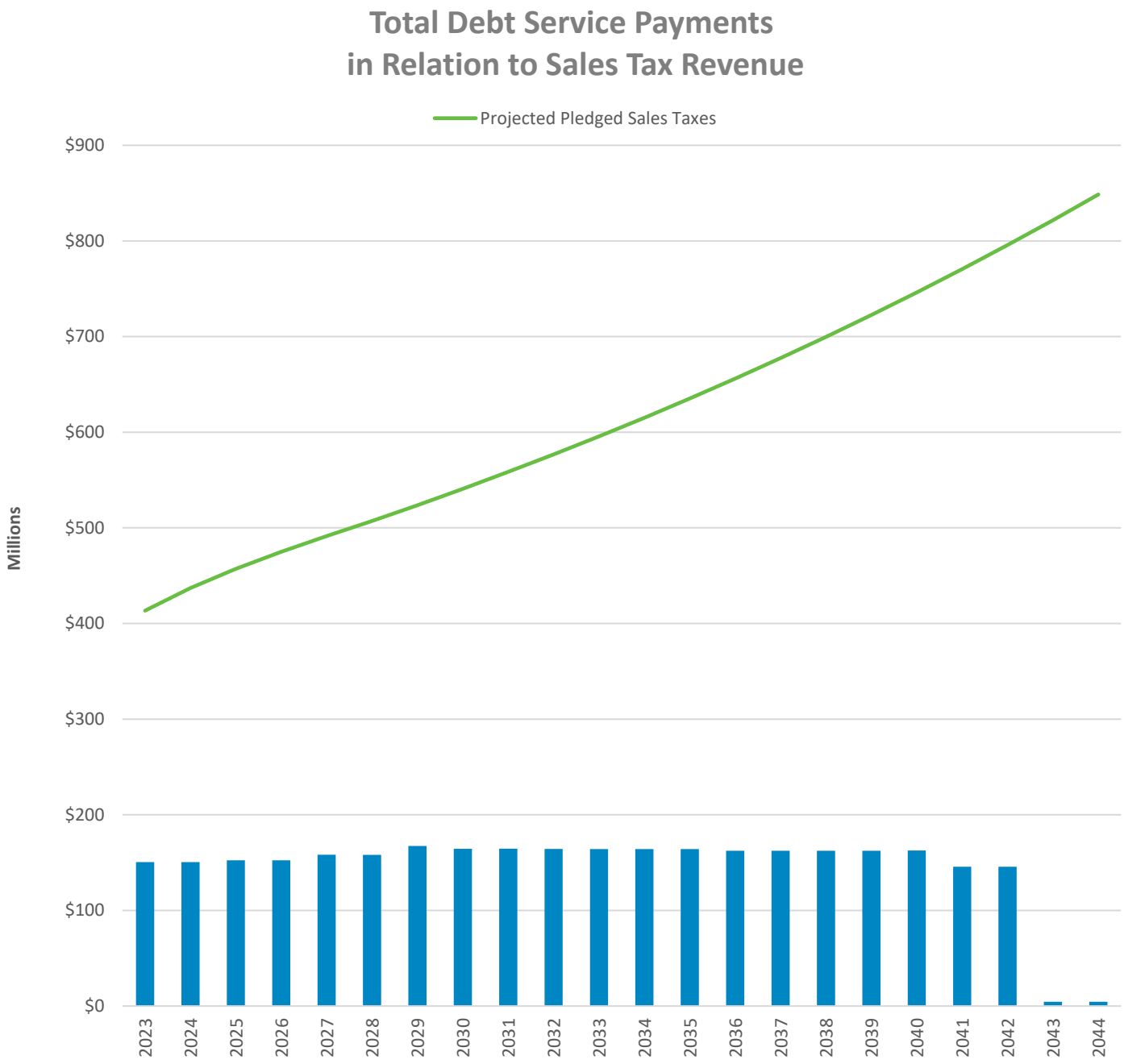
Capacity

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

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

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

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


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

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

Performance and ratings

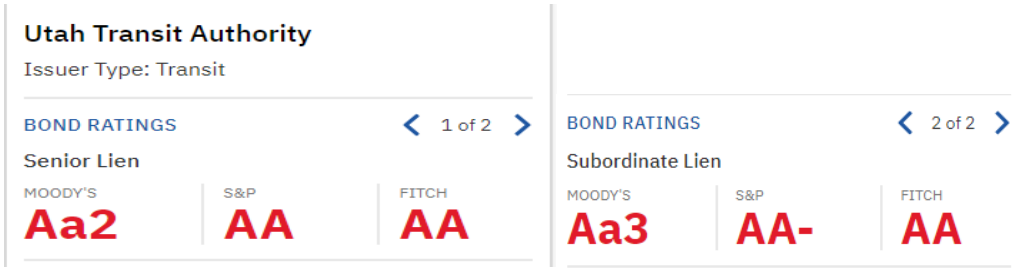
UTA's financing performance to date and in the future is evaluated by the agency's credit rating and adherence to debt service coverage ratios and other financial policies. The agency's current bond ratings are as follows:

Source: Zions Bank Financial Advisors

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

Source: Zions Bank Financial Advisors

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



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

2023 Debt Service Detail

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

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

Debt Uses

DEBT STRUCTURE OF UTAH TRANSIT AUTHORITY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

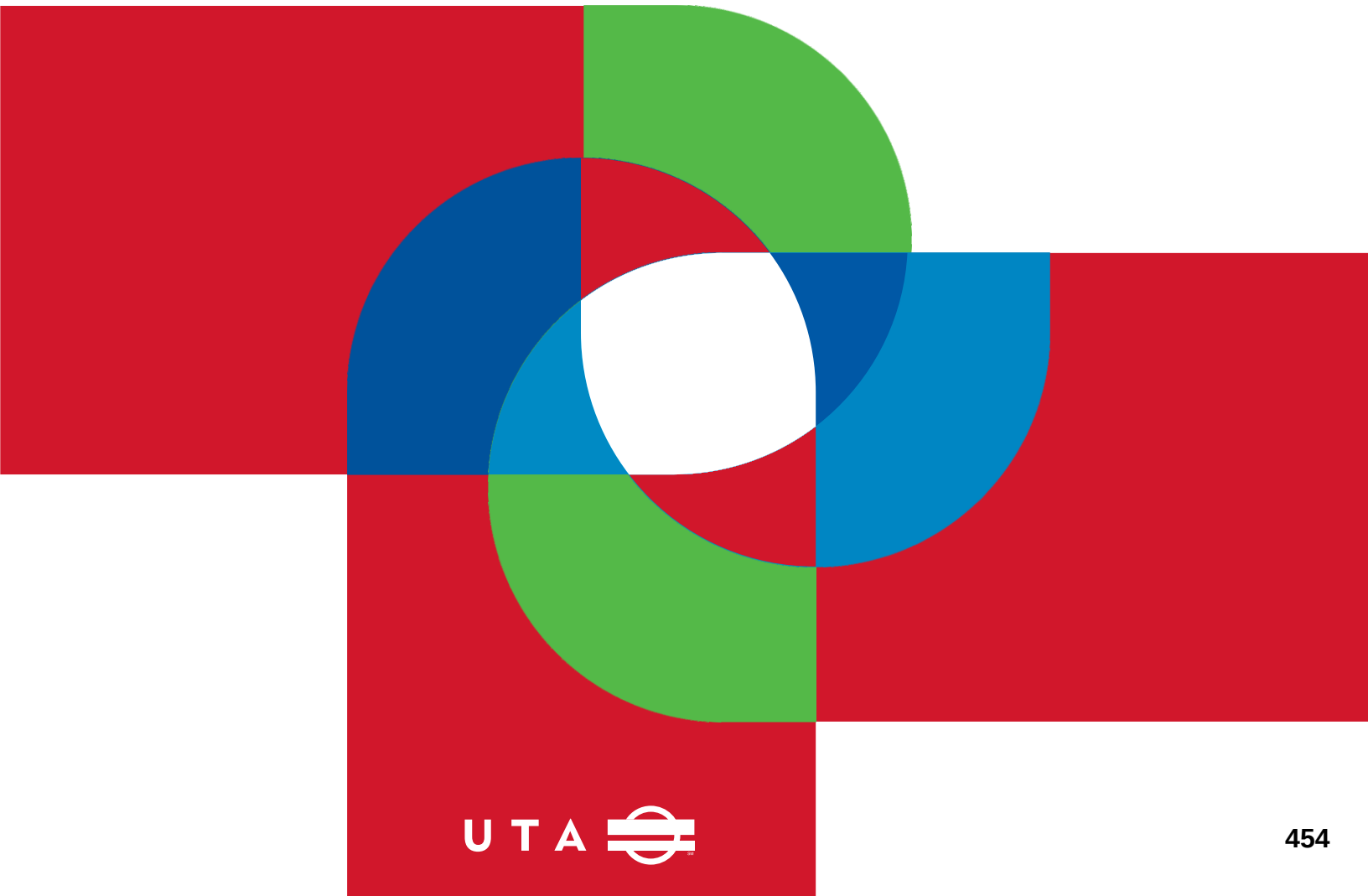
(13) Final maturity date after principal portions of these bonds were refunded by the 2015A Senior Bonds.

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

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

(Source: Zions Public Finance, Inc.)

Financial Structure, Policy, and Process



Financial Structure

Accounting Method

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

Department /Fund Relationship

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

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

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

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

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

Basis of Budgeting

Budgeting is based upon the accrual basis with these exceptions:

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

Financial Information and Policies

Basis of Accounting

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

Standards for Reporting Purposes

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

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

Federal Planning Assistance and Preventive Maintenance Grants

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

Federal Grants for Capital Expenses

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

Contributions from Other Governments (Sales Tax)

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

Approved Local Option Sales Tax:

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

Budgetary and Accounting Controls

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

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

UTA Board of Trustees Bylaws (Budget Related)

ARTICLE VII – CONDUCTING BUSINESS

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

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

Section 2 **Adoption and Amendment of Bylaws**

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

Section 3 **Fiscal Year**

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

Section 4 **Principal Place of Business**

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

Section 5 **Budget**

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

Section 6 **Audit Reports**

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

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

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

Utah's Provisions Applicable to All Local Districts

17B-1-702 Local District to Submit Budgets

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

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

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

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

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

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

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

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

Board of Trustees Policy No. 2.1

Financial Management – Key Budget Provisions (~December 2022)

A. Reserves

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

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

B. Long-term Financial Planning

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

C. Budgeting

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

Capital

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

Budget Process

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

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

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

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

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

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

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

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

determines if the Base Budget is sustainable.

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

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

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

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

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

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

Please refer to the 2023 UTA Budget Preparation Schedule at the end of this section.

Annual Budget Schedule:

Task	Completion Date
Budget Office Distributes Budget Memo	Apr. 22, 2022
Executive Team Reviews & Approves Base Targets	May 31, 2022
Executive Team Reviews and Approves Draft Tentative Budget	Aug. 2, 2022
Board Budget Work Sessions	Sep. 12 to Sep. 16, 2022
Board Reviews 2023 Tentative Budget	Oct. 12, 2022
Board approves 2023 Tentative Budget and November public hearing date	Oct. 26, 2022
Budget Review and Comment Period	Nov. 10 to Dec. 10, 2022
Local Advisory Council approves 5-Year Capital Plan and Consults on 2023 Ops. Budget	Nov. 2, 2022
2023 Budget Open House/Public Hearing	Nov. 10, 2022
Board of Trustees reviews public comments, LAC input, and 2023 final budget	Dec. 7, 2022
Final Public Engagement report (including comments received after 12/1) due to board office	Dec. 13, 2022
Board of Trustees considers approval of the 2023 Final Budget and 5-Year Capital Plan	Dec. 21, 2022
Staff submits Final Budget to State Auditor	Dec. 30, 2022
Staff prepares, prints, and distributes 2022 Budget Document to the Board of Trustees, Operating Departments and interested parties	Dec. 30, 2022

Community Profile

UTA's Service Area lies in the region commonly referred to as the Wasatch Front. The U.S. Census Bureau's 2020 estimated combined population of these six principal counties is 2.6 million, which represents approximately 79 percent of the State's total population. The service area population grew by 408,000 or 19 percent from 2010 to 2020.

Salt Lake County - Salt Lake County comprises an area of 764 square miles and accounts for approximately 46 percent of the population and approximately 57 percent of the private sector employment of the Service Area. The principal cities include Salt Lake City, West Valley City, and Sandy City. Salt Lake City is the capital and largest city in the State. Due to continuous economic and population growth, most of the cities in Salt Lake County have grown into a single large metropolitan area with Salt Lake City as its commercial center. The county's population increased approximately 15 percent from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, manufacturing, and professional, scientific, and technical services. For Fiscal Year 2022, approximately 60 percent of UTA total Sales and Use Taxes were collected within Salt Lake County boundaries[10].

Utah County - Utah County comprises an area of 1,998 square miles and accounts for approximately 25 percent of the population and approximately 22 percent of the private sector employment of the Service Area. The principal cities include the Provo City and Orem City. The county's population increased approximately 28 percent from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, education services and construction. For Fiscal Year 2021, approximately 19 percent of total UTA Sales and Use Taxes were collected within Utah County boundaries.

Davis County - Davis County comprises an area of 268 square miles and accounts for approximately 14% of the population and approximately 10 percent of the private sector employment of the Service Area. The principal cities include Bountiful, Clearfield, Clinton, Kaysville, Layton, and Syracuse. The county's population increased approximately 18 percent from 2010 to 2020. The largest employment sectors are retail trade, health care and social assistance, manufacturing, and local government. For Fiscal Year 2022, approximately 10 percent of total UTA Sales and Use Taxes were collected within Davis County boundaries.

Weber County - Weber County comprises an area of 531 square miles and accounts for approximately 10 percent of the population and approximately eight percent of the private sector employment of the Service Area. The principal city is Ogden City. The county's population increased approximately 13 percent from 2010 to 2020. The largest employment sectors are manufacturing, health care and social assistance, retail

[10] Sales tax data reported though October 31, 2021.

trade and local government. For Fiscal Year 2022, approximately 8 percent of total UTA Sales and Use Taxes were collected within Weber County boundaries.

Tooele County - The portion of Tooele County served by UTA includes the cities of Tooele and Grantsville and some unincorporated areas. Tooele County comprises an area of 6,923 square miles (the second largest county in the State) and accounts for approximately three percent of the population and approximately one percent of the private sector employment of the Service Area. The principal cities include Tooele City and Grantsville City. The county's population increased approximately 25 percent from 2010 to 2020. The largest employment sectors are local government, retail trade and transportation and warehousing. For Fiscal Year 2021, approximately 0.9 percent of total Sales and UTA Use Taxes were collected within Tooele County boundaries.

Box Elder County - The portion of Box Elder County served by UTA includes the cities of Brigham, Perry and Willard and some unincorporated areas. Box Elder County comprises an area of 5,627 square miles (the fourth largest county in the State) and accounts for approximately two percent of the population and approximately two percent of the private sector employment of the Service Area. The principal city is Brigham City. The county's population increased approximately 15 percent from 2010 to 2020. The largest employment sectors are manufacturing, local government, retail trade, and health care and social assistance. For Fiscal Year 2021, approximately 0.6 percent of total UTA Sales and Use Taxes were collected within Box Elder County boundaries.

Glossary

Accounting System - Utah Transit Authority is a single enterprise that uses the accrual method of accounting. Under this method of accounting, revenues are recorded when earned and expenses are recorded as soon as they result in liabilities for benefits received.

Accrual Accounting - A basis of accounting in which revenues and expenditures are allocated to the year in which they are incurred, as opposed to when cash is received or spent.

ADA: The Americans with Disabilities Act (ADA) became law in 1990. The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else.

Alternative Fuels – Fuels other than traditional gasoline/diesel such as compressed natural gas (CNG), liquefied natural gas (LNG), hybrid electric, propane, biodiesel, electric, bio or soy fuel, and hydrogen.

ARPA – American Rescue Plan Act of 2021. Signed into law on March 11, 2021. To support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population. Eligible activities include operating and capital costs. UTA was allocated $167.8 million under the Act.

Articulated Bus - A bus, usually 55 feet or more in length with two connected passenger compartments, which bends at the connecting point when turning a corner.

Asset Maintenance: Refers to the departments and activities focused on maintaining assets currently owned by UTA.

ATU - Amalgamated Transit Union

Balanced Scorecard: The balanced scorecard is a strategic performance management tool, usually consisting of a semi-standard structured report that is used by managers to keep track of the execution of activities by the staff within their control and to monitor the consequences arising from these actions.

Bond - Long- or short-term debt issued by an Authority to help finance new acquisitions of property, facilities, and equipment.

BRT – Bus Rapid Transit - A bus system similar to a fixed guide-way system that includes all or some of the following features: limited stops, traffic signal priority, separate lanes, dedicated right of way, station services, docking systems, and other enhancements.

Balanced Budget - A financial plan that matches all planned revenues and expenditures with proposed service levels.

Budget Message - The opening section of the budget document, which provides the UTA Board and the public with a general summary of the most important aspects of the budget and changes from current and previous fiscal years.

Budget Document – A formal plan of action for a specified time period that is expressed in monetary terms.

CARES – Coronavirus Aid, Relief, and Economic Security Act. Signed into law on March 27, 2020. For eligible costs incurred after January 20, 2020, funding provided at a 100-percent federal share, with no local match required, and can be used to support capital, operating, and other expenses generally eligible under FTA programs to prevent, prepare for, and respond to COVID-19. UTA was allocated $187.2 million in this Act.

Capital Budget - A portion of the annual operating budget that appropriates funds for the purchase of capital equipment items. These expenditures are separated from regular operating items such as salaries, supplies, services, and utilities. The capital budget includes funds for capital equipment purchases such as vehicles, construction of new facilities, office equipment, maintenance machinery, microcomputers, and off-site improvements. They are distinguished from operating items by their value (greater than $5,000) and projected useful life (greater than one year).

Capital Costs – Costs of long-term assets of a public transit system such as property, buildings, and vehicles.

Commuter Rail - Passenger train service for short-distance travel between a central city and adjacent suburbs.

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act of 2021. Signed into law on December 27, 2020. Stimulus funds for COVID-19 relief, to support the transit industry during the COVID-19 public health emergency. Similar eligibility requirements as CARES Act funding. UTA was allocated $33.6 million in this Act.

Debt - The amount of money required to pay interest and principal on the agency's borrowed funds.

Depreciation: In accountancy, depreciation refers to two aspects of the same concept: (1) The decrease in value of assets and (2) the allocation of the cost of assets to periods in which the assets are used. Depreciation is a method of reallocating the cost of a tangible asset over its useful life span of it being in motion.

Demand Response - A service where passengers, or their agents, contact UTA to schedule door to door transportation services. A demand response (DR) operation is characterized by the following a) the vehicles do not operate over a fixed route or on a fixed schedule except, on a temporary basis to satisfy a special need, and b) the vehicle may be dispatched to pick-up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted in route to these destinations to pick up other passengers. UTA's paratransit service is demand response.

Department - An organizational unit responsible for carrying out major agency functions, such as operations, administration, and community engagement.

Distinguished Budget Presentation Awards Program – A voluntary awards program administered by the Government Finance Officers Association to encourage governments to prepare effective budget documents.

Discretionary Funding – One time funding or annual funding allocations, which distributed on a competitive basis, must be specifically applied for, and not guaranteed like Formula Funds.

Electronic Fare Collection or EFC - UTA's system of fare payment when such fare payment is made via a unique electronic micro-chip embedded in an electronic fare card media, which may include a credit card or debit card, issued by a bank.

Enterprise Fund – A fund that gives the flexibility to account separately for all financial activities associated with a broad range of municipal services. It establishes a separate accounting and financial reporting mechanism for municipal services for which a fee is charged in exchange for goods or services. Revenues and expenses of the service are segregated into a fund with financial statements separate from all other governmental activities.

Farebox Revenues – All revenues gained from the sale of passenger tickets, passes, tokens or other instruments of fare payments.

FAST Act – Fixing America's Surface Transportation Act is a law that was enacted on Dec. 4, 2015. This law provides long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act maintains focus on safety, keeps intact the established structure of the various transportation programs, and provides a dedicated source of federal dollars for critical transportation projects.

Fiscal Year - Annual schedule for keeping financial records and for budget purposes, UTA's fiscal year runs from January 1 through December 31, the State of Utah's fiscal year is July 1 through June 30, and the federal fiscal year runs from October 1 through September 30.

Fixed Guideway: A fixed guideway is any public transportation facility which utilizes and occupies a designated right-of-way or rails including (but not limited to) rapid rail, light rail, commuter rail, busways, automated guideway transit, and people movers.

Formula Funds – Funds specifically allocated to different agencies by the federal government to pay for transportation, transit, and other programs. Funds are allocated annually based on population and other demographic information.

Fringe Benefits - Benefits provided to the employee such as FICA, Pension, Medical & Dental insurance, Life, Short and Long-Term Disability insurance, Unemployment insurance, Tool and Uniform allowance and educational reimbursement.

FTA - Federal Transit Administration - Formerly the Urban Mass Transportation Administration (UMTA), the FTA provides capital and operating funds to the agency.

FTE – Full Time Equivalent Positions – A part-time position converted to a decimal equivalent of a full-time position based on 2,080 hours per year. For example, a part-time position working 20 hours per week would be the equivalent of 0.5 of a full-time position.

Fund Balance – Generally defined as the difference between a fund's assets and liabilities. An adequate fund balance is necessary for numerous reasons, such as to have funds available in case of an emergency or unexpected events, to maintain or enhance the agency's position and related bond ratings, to provide cash for operations prior to receipt of revenues, and to maximize investment earnings.

GASB - General Accounting Standards Board – An independent, professional body to establish standards of accounting and financial reporting applicable to state and local governmental entities.

Goal – A statement of broad direction, purpose, or intent.

Grants - A contribution by a government or other organization to support a particular function. Grants may be classified as either operational or capital.

Internal Controls – Methods and measures implemented to safeguard assets, provide for accuracy of accounting data, and encourage compliance with polices.

Intermodal - The term "mode" is used to refer to a means of transportation, such as automobile, bus, train, ship, bicycle, and walking. Intermodal refers specifically to the connections between modes. Intermodal is also known as "multimodal."

Intermodal Centers - A location where various types of transportation modes meet.

Investments – Securities purchased for the generation of income in the form of interest.

Joint Development – Projects undertaken by the public and private sectors in partnership. Usually refers to real estate projects and transit projects undertaken adjacent to, above and /or below each other as a means of financing transit projects with minimal public expense.

Lease – A contract specifying the rental of property. A lease is a contract outlining the terms under which one party (lessee) agrees to rent property owned by another (lessor) for a specific period.

LRT – **Light Rail Transit -** An electric railway with a light volume traffic capacity as compared to heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading, and multi-car trains or single cars. Also known as "streetcar," "trolley car," and "tramway."

Local Match - The portion of funding provided by UTA or other contributors (as opposed to funding provided at the Federal level) towards purchase of capital items.

Microtransit - A form of demand responsive transit. Micro-transit offers flexible routing and flexible scheduling of smaller vehicles to match the change in rider demands. Possible pick-up/drop-off stops are restricted within a geo-fenced area and transit can be provided either as a stop-to-stop service or curb-to-curb service. Microtransit services fit somewhere between private individual transportation (cars, taxi, and ridesharing) and public mass transit.

MPO – **Metropolitan Planning Organization** - Local group that selects highway and transit projects to which funds will be granted. The governor designates an MPO in every urbanized area with a population of over 50,000. The primary MPOs in UTA's transit district are the Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments, (MAG).

Non-Attainment Area - Areas of the country where air pollution levels persistently exceed the National Ambient Air Quality standards. Attainment/nonattainment are important factors in determining CMAQ grant funding (see CMAQ).

Operating Budget - A plan outlining expenditures and proposed sources of financing current service. The operating budget does not include capital or reserve monies. The principal sources of revenue are operating income, sales tax, investment income, and federal grants. All departments are financed through this budget.

Operating Revenue - Funds the agency receives as income to pay for ongoing operations. It includes such items as sales taxes, fares, interest earnings, and grant revenues. Operating revenues are used to pay for day-to-day services.

Operating Expenses - This term refers to expenditures paid to obtain goods or services including items such as payroll services, supplies, fuel, utilities, insurance, etc. Capital expenditures are not included.

Paratransit - Transportation service, comparable to fixed-route service, required by the Americans with Disabilities Act (ADA) of 1990 for individuals with disabilities who are unable to use fixed-route transportation systems.

Passengers – The number of transit vehicle boardings, including charter and special trips. Each passenger is counted each time that person boards a vehicle.

Passenger Miles – Total number of miles traveled by passengers on a vehicle. (One bus with 10 passengers traveling 10 miles equals 100 passenger miles.)

Peak Hours - Refers to weekday a.m. and p.m. service during commute hours to carry a maximum number of passengers. An example of commute or peak hours could be defined as time between 6 and 9 a.m. in the morning, and between 3 and 6 p.m. at night.

Performance Measures – Data collected to determine how effective or efficient a program is in achieving its objectives.

Personnel – This item includes the cost of all salaries, wages, overtime, and benefits associated with the agency staff.

PM – Preventive Maintenance Funds – Funding provided by the Federal Transit Administration for preventive maintenance of UTA's fleet.

Policy Document – A statement of organization-wide financial and programmatic policies and goals which address long-term concerns and issues.

Program Budget – A budget that focuses upon the goals and objectives of a Program, rather than upon its organizational budget units or object classes of expenditure.

Rapid Transit – Synonym for fixed guideway public transport (usually rail or bus rapid transit).

Reserve – An account used to indicate the purpose (insurance or capital) for which the agency's year-end balances may be used.

Revenue – Receipts from the sale of a product or provision of service.

Revenue Hours – Hours a transit vehicle travels while in revenue service. A transit vehicle is in revenue service only when the vehicle is available to the public.

Revenue Miles – Miles a transit vehicle travels while in revenue service. A transit vehicle is in revenue service only when the vehicle is available to the public.

RFP – Request for proposal.

Ridership - The number of passengers using a particular mode of transit.

Rideshare- Transportation, other than public transit, in which more than one person shares in the use of the vehicle, such as a van or car, to make a trip. Rideshare assistance is offered by UTA to promote carpooling and company-sponsored van sharing.

Sales Tax – This tax is levied by the various counties within the service district for the agency.

Scheduled Miles – Total service scheduled. It is computed from internal planning documents and includes the whole trip (e.g., deadhead, layover/recovery, and actual picking up and discharging of passengers).

STIP – **State Transportation Improvement Program** - Federally mandated state program covering a four-year span and updated every year. The STIP determines when and if transportation projects will be funded by the state. Projects included in the STIP must be consistent with the long-range transportation plan.

Strategic Plan: UTA's long-term plan for providing transit services to the communities served by the agency. Identifies key elements and strategies to be used in providing such services.

TRAX Light Rail – The UTA light rail system, consisting of the Red (University of Utah to Daybreak), Blue (Downtown to Draper), Green (Airport to West Valley), and S-Line streetcar (Sugar House) lines.

TOD - Transit-oriented Development - A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion, and air pollution. It includes housing, along with complementary public uses (jobs, retail, and services), located at a strategic point along a regional transit system, such as a rail hub or major transit stop.

UDOT – Utah Department of Transportation

Vanpool – A service provided by UTA where the agency provides the van and a group of 7-15 people with a similar commuting route provide the driver, bookkeeper, and passengers. The group can also be coordinated through the UTA website.

Attachment 1: Capital Plan Detail

Utah Transit Authority Five-Year Capital Plan

2023-2027

1 Introduction

1.1 Purpose of document

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

1.2 Definition of Capital Projects

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

Examples of capital projects include:

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

2 Five-year Capital Plan Development Process

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

2.1 Project Requests

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

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

2.2 Project Prioritization

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

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

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

3 Proposed Capital Plan

Overview

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

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

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

Proposed 2023 Capital Budget Summary

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

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

Proposed 2024 Capital Budget Summary

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

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

Proposed 2025 Capital Budget Summary

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

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

Proposed 2026 Capital Budget Summary

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

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

Proposed 2027 Capital Budget Summary

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

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

Proposed 5-Year Capital Plan Summary by Project Category

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

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

The unfunded amount of $260.3 million is being pursued.

Proposed 5-Year Capital Plan Summary by Year

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

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

The unfunded amount of $260.3 million is being pursued.

4 Five-Year Plans

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

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

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

4.1 Project Requests

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

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

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

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

Attachment A

UTA 5-Year Capital Plan - Project Detail

2023 through 2027

2023-2027 Program Summary

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

2023-2027 Program Summary

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

2023-2027 Program Summary

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

2023-2027 Program Summary

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

2023-2027 Program Summary

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

2023-2027 Program Summary by Funding Sources

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

2023-2027 Program Summary by Funding Sources

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

2023-2027 Program Summary by Funding Sources

Program/Project	2023-2027 Total Budget	2023-2027 Total Budget- Grants	2023-2027 Total Budget- Grants Unfunded/Pending	2023-2027 Total Budget- Unfunded Other Sources	2023-2027 Total Budget- Lease	2023-2027 Total Budget- State	2023-2027 Total Budget- Local Partner	2023-2027 Total Budget- UTA Local
Facilities- SGR	36,733,000.00	-	-	-	-	-	-	36,733,000.00
FMA559- Office Equipment Reserve	400,000.00	-	-	-	-	-	-	400,000.00
FMA652- Facilities, Equipment Managed Reserve	3,321,000.00	-	-	-	-	-	-	3,321,000.00
FMA653- Facilities Rehab and Replacement	7,280,000.00	-	-	-	-	-	-	7,280,000.00
FMA672- Park and Ride Rehab/Replacement	3,250,000.00	-	-	-	-	-	-	3,250,000.00
FMA673- Stations and Platforms Rehab/Replace	1,810,000.00	-	-	-	-	-	-	1,810,000.00
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	5,070,000.00	-	-	-	-	-	-	5,070,000.00
FMA685- Wheel Truing Machine JRSC	4,000,000.00	-	-	-	-	-	-	4,000,000.00
FMA686- Warehouse Equipment Managed Reserve	737,000.00	-	-	-	-	-	-	737,000.00
SGR390- Jordan River Bldg 2 Remodel	10,865,000.00	-	-	-	-	-	-	10,865,000.00
Information Technology	68,996,000.00	-	-	-	-	-	-	68,996,000.00
ICI001- Passenger Information Signage	3,552,000.00	-	-	-	-	-	-	3,552,000.00
ICI005- EFC – Rehab & Replacement	375,000.00	-	-	-	-	-	-	375,000.00
ICI146- FrontRunner WiFi Enhancements	962,000.00	-	-	-	-	-	-	962,000.00
ICI173- JDE System Enhancements	250,000.00	-	-	-	-	-	-	250,000.00
ICI179- Network Infrastructure Equipment & Software	1,255,000.00	-	-	-	-	-	-	1,255,000.00
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	1,083,000.00	-	-	-	-	-	-	1,083,000.00
ICI191- IT Managed Reserves	2,046,000.00	-	-	-	-	-	-	2,046,000.00
ICI197- Bus Communications On-Board Technology	702,000.00	-	-	-	-	-	-	702,000.00
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	1,678,000.00	-	-	-	-	-	-	1,678,000.00
ICI199- Rail Communication Onboard Tech	597,000.00	-	-	-	-	-	-	597,000.00
ICI201- Server, Storage Infrastructure Equipment & Software	2,582,000.00	-	-	-	-	-	-	2,582,000.00
ICI202- Radio Comm Infrastructure	574,000.00	-	-	-	-	-	-	574,000.00
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	972,000.00	-	-	-	-	-	-	972,000.00
ICI216- SSBU Mobility Eligibility Center Trapeze Software	170,000.00	-	-	-	-	-	-	170,000.00
ICI217- Transit Management System	950,000.00	-	-	-	-	-	-	950,000.00
ICI222- Fares Systems Replacement Program	37,588,000.00	-	-	-	-	-	-	37,588,000.00
ICI223- ERP Analysis	300,000.00	-	-	-	-	-	-	300,000.00
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	60,000.00	-	-	-	-	-	-	60,000.00
ICI226- New Radio Communication System	10,800,000.00	-	-	-	-	-	-	10,800,000.00
ICI228- CPO New HRIS system application upgrade	2,500,000.00	-	-	-	-	-	-	2,500,000.00
Infrastructure SGR Projects	180,562,000.00	111,320,000.00	-	-	-	-	200,000.00	69,042,000.00
MSP189- Signal Pre-emption Projects w/UDOT	200,000.00	-	-	-	-	-	200,000.00	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	2,744,000.00	-	-	-	-	-	-	2,744,000.00
SGR359- Bridge Rehabilitation & Maintenance	2,217,000.00	-	-	-	-	-	-	2,217,000.00
SGR370- Light Rail Red Signal Enforcement	12,315,000.00	-	-	-	-	-	-	12,315,000.00
SGR385- Rail Rehab and Replacement	30,150,000.00	18,920,000.00	-	-	-	-	-	11,230,000.00
SGR393- Grade Crossing Rehab/Replacement	14,750,000.00	6,607,000.00	-	-	-	-	-	8,143,000.00

2023-2027 Program Summary by Funding Sources

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

2023-2027 Program Summary by Funding Sources

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

2023 Details

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

2023 Details

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

2023 Details

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

2023 Details

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

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2024 Details

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

2024 Details

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

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
FMA652- Facilities, Equipment Managed Reserve	500,000	-	-	-	-	-	-	500,000
FMA653- Facilities Rehab and Replacement	1,500,000	-	-	-	-	-	-	1,500,000
FMA672- Park and Ride Rehab/Replacement	750,000	-	-	-	-	-	-	750,000
FMA673- Stations and Platforms Rehab/Replace	250,000	-	-	-	-	-	-	250,000
FMA678- Meadowbrook Flooring/Lighting	-	-	-	-	-	-	-	-
FMA679- Building Remodels/Reconfiguration	900,000	-	-	-	-	-	-	900,000
FMA685- Wheel Truing Machine JRSC	4,000,000	-	-	-	-	-	-	4,000,000
FMA686- Warehouse Equipment Managed Reserve	117,000	-	-	-	-	-	-	117,000
SGR390- Jordan River Bldg 2 Remodel	8,000,000	-	-	-	-	-	-	8,000,000
Information Technology	**25,483,000**	**-**	**-**	**-**	**-**	**-**	**-**	**25,483,000**
ICI001- Passenger Information Signage	350,000	-	-	-	-	-	-	350,000
ICI005- EFC – Rehab & Replacement	150,000	-	-	-	-	-	-	150,000
ICI146- FrontRunner WiFi Enhancements	100,000	-	-	-	-	-	-	100,000
ICI173- JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179- Network Infrastructure Equipment & Software	271,000	-	-	-	-	-	-	271,000
ICI183- Legal SW	-	-	-	-	-	-	-	-
ICI186- In House Application Development	200,000	-	-	-	-	-	-	200,000
ICI191- IT Managed Reserves	400,000	-	-	-	-	-	-	400,000
ICI197- Bus Communications On-Board Technology	100,000	-	-	-	-	-	-	100,000
ICI198- Info Security HW/SW (PCI Comp, OT Networks, Cybersecurity)	283,000	-	-	-	-	-	-	283,000
ICI199- Rail Communication Onboard Tech	100,000	-	-	-	-	-	-	100,000
ICI201- Server, Storage Infrastructure Equipment & Software	269,000	-	-	-	-	-	-	269,000
ICI202- Radio Comm Infrastructure	100,000	-	-	-	-	-	-	100,000
ICI211- TC-1 Timekeeping Upgrade	-	-	-	-	-	-	-	-
ICI214- Init APC Upgrade	243,000	-	-	-	-	-	-	243,000
ICI216- SSBU Mobility Eligibility Center Trapeze Software	-	-	-	-	-	-	-	-
ICI217- Transit Management System	-	-	-	-	-	-	-	-
ICI222- Fares Systems Replacement Program	13,867,000	-	-	-	-	-	-	13,867,000
ICI223- ERP Analysis	-	-	-	-	-	-	-	-
ICI224- JDE 9.2. Application Upgrade - UNx	-	-	-	-	-	-	-	-
ICI225- SharePoint Cloud Migration	-	-	-	-	-	-	-	-
ICI226- New Radio Communication System	8,000,000	-	-	-	-	-	-	8,000,000
ICI228- CPO New HRIS system application upgrade	1,000,000	-	-	-	-	-	-	1,000,000
Infrastructure SGR Projects	**40,623,000**	**22,613,000**	**-**	**-**	**-**	**-**	**-**	**18,010,000**
MSP189- Signal Pre-emption Projects w/UDOT	-	-	-	-	-	-	-	-
MSP241- Queue Cutter Projects with UDOT	-	-	-	-	-	-	-	-
SGR047- Stray Current Mitigation	534,000	-	-	-	-	-	-	534,000
SGR359- Bridge Rehabilitation & Maintenance	472,000	-	-	-	-	-	-	472,000
SGR370- Light Rail Red Signal Enforcement	3,500,000	-	-	-	-	-	-	3,500,000
SGR385- Rail Rehab and Replacement	3,500,000	800,000	-	-	-	-	-	2,700,000
SGR393- Grade Crossing Rehab/Replacement	3,000,000	400,000	-	-	-	-	-	2,600,000
SGR397- Traction Power Rehab/Replacement	15,332,000	12,265,000	-	-	-	-	-	3,067,000
SGR398- OCS Rehab/Replace	2,035,000	1,628,000	-	-	-	-	-	407,000
SGR401- Ballast and Tie Rehab/Replacement	350,000	-	-	-	-	-	-	350,000

2024 Details

Department/ Project Code/Project Name	2024 Total Budget	2024 Grants-Awarded	2024 Grants-Unfunded/Pending	2024 Unfunded-Other Sources	2024 Lease	2024 State	2024 Local Partner	2024 UTA Local
SGR403- Train Control Rehab/Replacement	8,600,000	4,880,000	-	-	-	-	-	3,720,000
SGR404- Rail Switches/Trackwork Controls	1,300,000	1,040,000	-	-	-	-	-	260,000
SGR410- Fiber Rehab/Replacement	2,000,000	1,600,000	-	-	-	-	-	400,000
Planning	**1,935,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,935,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	135,000	-	-	-	-	-	-	135,000
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	**2,634,000**	**-**	**-**	**-**	**-**	**-**	**690,000**	**1,944,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	1,000,000	-	-	-	-	-	-	1,000,000
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	906,000	-	-	-	-	-	690,000	216,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	**77,910,000**	**7,452,000**	**-**	**-**	**52,201,000**	**-**	**100,000**	**18,157,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	661,000	65,000	-	-	-	-	100,000	496,000
REV205- Replacement Non-Revenue Support Vehicles	500,000	-	-	-	500,000	-	-	-
REV209- Paratransit Replacements	3,328,000	-	-	-	3,328,000	-	-	-
REV211- Replacement Buses	38,787,000	-	-	-	38,697,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,676,000	-	-	-	1,676,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	8,000,000	-	-	-	8,000,000	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	5,000,000	-	-	-	-	-	-	5,000,000
SGR040- Light Rail Vehicle Rehab	10,662,000	7,387,000	-	-	-	-	-	3,275,000
SGR353- Commuter Rail Engine Overhaul	2,395,000	-	-	-	-	-	-	2,395,000
SGR386- Repair Damaged LRV	1,901,000	-	-	-	-	-	-	1,901,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	2,000,000	-	-	-	-	-	-	2,000,000
Safety and Security	**2,823,000**	**21,000**	**-**	**-**	**-**	**-**	**-**	**2,802,000**
FMA516- Corridor Fencing	55,000	-	-	-	-	-	-	55,000
FMA543- Police Fleet Vehicles	53,000	-	-	-	-	-	-	53,000
FMA557- Bus Safety and Security	33,000	-	-	-	-	-	-	33,000
FMA604- Safety General Projects	110,000	-	-	-	-	-	-	110,000
FMA645- Camera Sustainability	682,000	-	-	-	-	-	-	682,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000

2024 Details

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

2025 Details

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

2025 Details

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

2025 Details

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

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
SGR403- Train Control Rehab/Replacement	6,000,000	4,800,000	-	-	-	-	-	1,200,000
SGR404- Rail Switches/Trackwork Controls	2,000,000	1,000,000	-	-	-	-	-	1,000,000
SGR410- Fiber Rehab/Replacement	1,540,000	882,000	-	-	-	-	-	658,000
Planning	**1,800,000**	**-**	**-**	**-**	**-**	**-**	**-**	**1,800,000**
ICI185- WFRC Grant for Passenger Info improvements (Real Time Bus Signage)	-	-	-	-	-	-	-	-
ICI221- Customer Relations Software Replacement	-	-	-	-	-	-	-	-
MSP198- Wayfinding Plan	1,500,000	-	-	-	-	-	-	1,500,000
MSP284- Route Planning Restoration using Equity Index	-	-	-	-	-	-	-	-
MSP285- Bus Network Optimization Program (BNOP)	-	-	-	-	-	-	-	-
MSP292- AOPPP: Paratransit Forward Study	-	-	-	-	-	-	-	-
MSP294- Planning Studies Managed Reserve	300,000	-	-	-	-	-	-	300,000
REV234- Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Property/TOC	**1,184,000**	**-**	**-**	**-**	**-**	**-**	**330,000**	**854,000**
MSP186- Sandy Parking Structure	-	-	-	-	-	-	-	-
MSP261- Property Management - Capital Repairs	40,000	-	-	-	-	-	-	40,000
MSP262- SLCentral HQ Office	-	-	-	-	-	-	-	-
MSP263- TOD Working Capital	688,000	-	-	-	-	-	-	688,000
MSP275- Station Area Planning	456,000	-	-	-	-	-	330,000	126,000
MSP283- ROW & Facility Property Opportunity Buy	-	-	-	-	-	-	-	-
Revenue/Service Vehicles	**81,935,000**	**200,000**	**-**	**-**	**47,826,000**	**-**	**100,000**	**33,809,000**
MSP210- Update Bike Cars on FrontRunner	-	-	-	-	-	-	-	-
MSP247- Light Rail Seat Replacement	-	-	-	-	-	-	-	-
MSP270- Transit Signal Priority On Board Units (TOBU) Project	1,269,000	200,000	-	-	-	-	100,000	969,000
REV205- Replacement Non-Revenue Support Vehicles	500,000	-	-	-	500,000	-	-	-
REV209- Paratransit Replacements	2,883,000	-	-	-	2,883,000	-	-	-
REV211- Replacement Buses	42,816,000	-	-	-	42,726,000	-	-	90,000
REV212- Park City Lo/No Grant	-	-	-	-	-	-	-	-
REV224- Bus Engine/Trans/Comp Rehab/Replace	3,000,000	-	-	-	-	-	-	3,000,000
REV232- Van Pool Van Replacements	1,717,000	-	-	-	1,717,000	-	-	-
REV233- Commuter Rail Vehicle Procurement - Used	-	-	-	-	-	-	-	-
REV236- VW Battery Buses	-	-	-	-	-	-	-	-
REV237- GPS Telemetrics System	-	-	-	-	-	-	-	-
REV238- SD100/SD160 Light Rail Vehicle Replacement	16,000,000	-	-	-	-	-	-	16,000,000
SGR040- Light Rail Vehicle Rehab	9,000,000	-	-	-	-	-	-	9,000,000
SGR353- Commuter Rail Engine Overhaul	1,000,000	-	-	-	-	-	-	1,000,000
SGR386- Repair Damaged LRV	-	-	-	-	-	-	-	-
SGR391- Commuter Rail Vehicle Rehab and Replacement	3,750,000	-	-	-	-	-	-	3,750,000
Safety and Security	**2,817,000**	**-**	**-**	**-**	**-**	**-**	**-**	**2,817,000**
FMA516- Corridor Fencing	61,000	-	-	-	-	-	-	61,000
FMA543- Police Fleet Vehicles	55,000	-	-	-	-	-	-	55,000
FMA557- Bus Safety and Security	37,000	-	-	-	-	-	-	37,000
FMA604- Safety General Projects	121,000	-	-	-	-	-	-	121,000
FMA645- Camera Sustainability	696,000	-	-	-	-	-	-	696,000
FMA656- Facility Security	50,000	-	-	-	-	-	-	50,000

2025 Details

Department/ Project Code/Project Name	2025 Total Budget	2025 Grants-Awarded	2025 Grants-Unfunded/Pending	2025 Unfunded-Other Sources	2025 Lease	2025 State	2025 Local Partner	2025 UTA Local
FMA658- Bus Replacement Camera System	621,000	-	-	-	-	-	-	621,000
FMA659- Emergency Operations Training	15,000	-	-	-	-	-	-	15,000
FMA676- Security General Projects	24,000	-	-	-	-	-	-	24,000
FMA680- Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA681- Arc Flash Analysis	-	-	-	-	-	-	-	-
FMA684- Police Managed Reserve	150,000	-	-	-	-	-	-	150,000
ICI140- Next Crossing Cameras	40,000	-	-	-	-	-	-	40,000
ICI229- Red/Blue/Green/Frontrunner Camera Systems	947,000	-	-	-	-	-	-	947,000
Grand Total	**270,308,000**	**52,734,000**	**46,997,000**	**-**	**47,826,000**	**15,625,000**	**430,000**	**106,696,000**

2026 Details

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

2026 Details

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

2026 Details

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

2026 Details

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

2026 Details

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

2027 Details

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

2027 Details

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

2027 Details

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

2027 Details

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

2027 Details

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

2023 Tentative Budget Preliminary Public Comment Summary

Updated 11/28/22

The public comment period for UTA's 2023 Tentative Budget opened November 10, 2022. What follows is a summary of comments received by UTA from the public as of November 28, 2022. A final report will be shared publicly following the public comment period after December 10, 2022, and will include a complete summary of all comments received.

Public Comments

Stakeholders:

As of 11/28/22, UTA received 2 responses from stakeholders confirming receipt of the Tentative 2023 Budget materials (signature sheets can be found in Appendix 1):

1. Herriman – no objection
2. Riverton – objection

Public:

17 comments from members of the public were received regarding the 2023 Tentative Budget (as of 11/28/22).

1	*Jess Oveson* Please please please bring back the ski bus to Alta on its full schedule from the last several seasons. Skiing is so expensive and as a mom I can use all the help I can get getting up the canyon.
2	*Van R Reese* Didn't the legislature allocate money for double tracks on the Frontrunner line? I don't see anything about that in the budget. What is going on with that?
3	*Brian Nordberg* 2023 budget has substantial increases from 2022. Given the reduction in bus services, I see no need for any increases in budget. In fact, UTA's budget should be decreased by exactly the number of buses runs they have removed. My express bus to the University of Utah, that always ran full has been removed. Meaning UTA is no longer an option for 50 or so riders every day. So, let's start by reducing UTA's budget by the revenue those 50 riders per day generated. UTA has slashed ski bus services, so the budget needs to be reduced as the expense of bus service is now reduced. There is no reason that UTA's budget needs to be increase for 2023 when services and ridership have both decreased.
4	*Omar Muhyar* I think we need to dramatically increase budget spend on UTA ski bus service, namely, to address the gridlock issues in the Cottonwoods. It's ridiculous that we should all have to suffer along the Wasatch Front, especially those of us who a.) rely on the ski bus to get to the resorts for work and recreation, and b.) those of us who live along the areas most affected by the traffic issues leading up the resorts. I'd even be comfortable increasing my taxes to fund an increase in bus service. Although I realize it's been difficult to find drivers at the pay scale you've offered them, we need to collectively ensure our roads aren't a sitting parking lot in the wintertime and increasing the capacity of buses running up the resorts are the best way to do this.
5	*Tara Morin* With the resorts opening we can see how vital having access to the ski bus service is for our canyon. We need to put more money in increasing access to the ski bus and not decrease funding for it.
6	*Felicity*

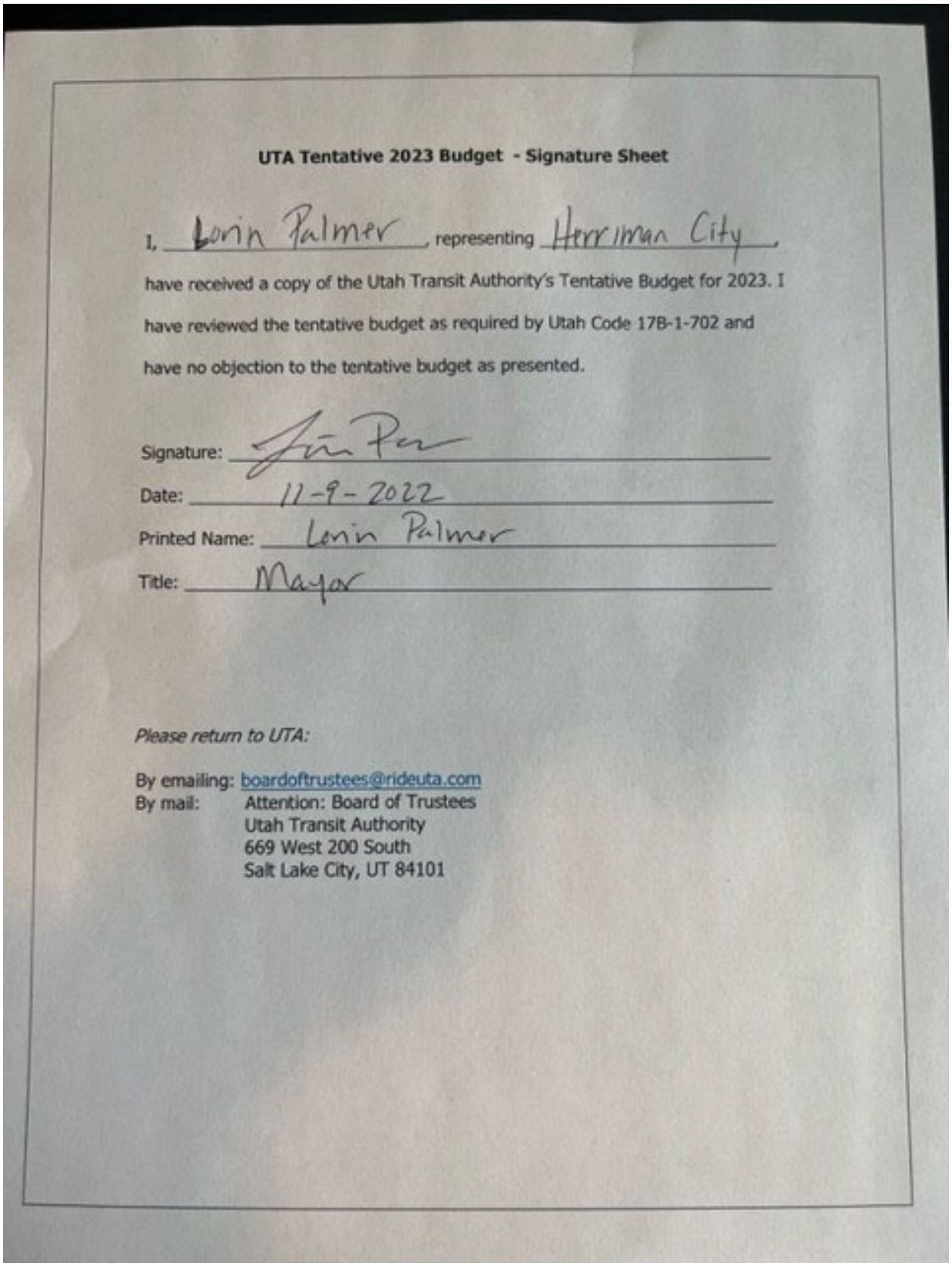
	Are there any plans to include more public transit reach in places like Holladay and West Valley City?
7	*Ethan Sherman* I cancelled my trip to Alta/Snowbird because of the bus. You cost Utah $1,500 because you won't pay someone $10/hour more.
8	*David Hackbarth* This is a letter extremely critical of the UTA recent changes regarding bus service to Alta ski area. Elimination of the use of the bypass road and the elimination of the Goldminers daughter bus stop is a major disaster for Alta bus riders! In addition when the main road is closed due to avalanche danger the lack of bus service for riders who have used the UTA bus to Albion bus stop will be stranded. What type of service is this? It seems to me UTA has not worked at all effectively with the Utah DOT and Alta ski area to mitigate the safety concerns that UTA has. Please show some leadership and step up to correct these major inconvenience errors to a large part of the Alta bus riders!
9	*Laura Sim* It is with utmost respect that I am writing in regards to the severe reduction of bus service to Snowbird and Alta for the upcoming ski season. Lack of qualified drivers predicating the elimination of one of the routes is understandable, but cutting out the bus service to the Wildcat Base Area at Alta has nothing to do with a lack of drivers. It is my understanding that UTA purchased larger buses to accommodate more skiers per bus as skiers from the eliminated 953 route might now ride the 994 buses. That certainly “looks good on paper”, but I was told the larger buses will have difficulty making the turn out of the Wildcat Base access road back onto Highway 210 eastbound toward the Albion Base necessitating the termination of service to the stop at Goldminer’s Daughter. I find it unfathomable that a decision was made to purchase vehicles that cannot be used to provide transportation to HALF of the Alta ski area, and to simply eliminate service to the base area where 2/3 of the lifts that provide access onto the mountain are located seems like a poor solution to a miscalculation in planning and purchasing of a new fleet. Hundreds of skiers who ride the bus have lockers located there, do not have the option to get off at another stop and ski down to gain access to the lifts since all their ski gear is in the lockers. When I caught wind of this last week and called UTA Customer Service to discuss the issue, I was told the schedules were already approved and unchangeable at this point. It seems a poor way to conduct business to not have the resilience to “pivot” when decisions have been made without involving major stakeholders and that deleteriously affect thousands of your customers, including visitors who bring in hundreds of millions of dollars to the Salt Lake Area when they come here to ski or snowboard. In fact, skiers/snowboarders brought in $1.55 billion in 2019, the largest attraction driving tourist spending in Utah. (Carter Williams, KSL online reporter, 9/28/2020.) If, indeed, the re-entry onto 210 is problematic, there ARE potential solutions: the concrete barriers that were placed near the Wildcat entrance a few years ago to improve traffic flow could be altered/reconfigured to allow for a wider turn going uphill; UTA could make accommodations in other ways such as running the smaller buses up Little Cottonwood Canyon and using the new larger buses in Big Cottonwood Canyon; or, alternating a smaller bus with a larger bus every 30 minutes so at least the smaller buses could access Wildcat and skiers that need that stop can ride those buses. If no alternatives are provided, are we to get off on Highway 210 at the Alta Peruvian stop and walk a third of a mile down the steep and icy entry road in the midst of the traffic on that road, or get off at the Alta Lodge and walk down the ski slope among active skiers? Are visitors with families/children who ride the bus expected to schlep themselves and all their gear down from a stop up on the highway if they want to start their day at Collins or Wildcat? Is UTA going to refund some of the money they receive from Alta that pays for the bus service if they aren't going to provide service to half of the resort? I have been an Alta season pass holder for 27 years, have been skiing there since 1987 and have loyally ridden the bus from the valley for 35 years. At a time when there is an ongoing thunderous outcry to reduce vehicles in the canyon, it seems unconscionable for bus service to be slashed and a major, critical stop eliminated. I assure you, the result will be an INCREASE in vehicles in the canyon since

	thousands of skiers can no longer rely on bus service to their destination. I implore you to consider solutions to this unfortunate decision and provide the service on which UTA has built its stellar reputation for providing safe and efficient transportation up the canyons for local skiers as well as the hundreds of thousands who visit from out of town each season.
10	*Isaac Lindstrom (Public Hearing Comment)* My name's Isaac Lindstrom. I live in the Avenues here in Salt Lake City. And I decided to come tonight to speak out about the bus ski bus service. I'm avid skier. I used the bus every single time last year to ski, other than when you guys didn't run it pre-season and post-season. I used it to ski in the back country, in the front, you know, at the resorts, et cetera. So I was very disheartened to see that you know, the cut to the whole one route. And then the decrease from 15 minute service to 30 minute service. And from personal, watching people at the, at the bus stops, those 15 minute increments were really critical when you miss that first bus. And it was really a necessity because, you know, oh, it's just 15 minutes. It's not, oh my gosh, it's 30 minutes. So now instead of waiting an extra 15 minutes, potentially you're going to have someone go up that canyon that doesn't have the right vehicle, doesn't have the right tires, doesn't have, you know, anything that they need to make it up, up there. And furthermore, I view that ski bus as such an amazing symbol for UTA because it's so prevalent. I can't think of another city that has a service like this to resorts. I mean, it's phenomenal. So just to see it be cut was really disheartening and to see it be reduced just because obviously I use it and I know so many other people do use it. And then the coincidence with the timing, with the rollout of obviously the gondola I know that's obviously UDOT thing and the bus service is a UTA thing. However, it just, the timing and the coincidence of it all just couldn't be more gut wrenching because you got UDOT saying, use the bus, and then you got UTA saying, oh, but we're only going to have half the buses this year. So it's alarming especially when, you know little cottonwood is at stake for the future here. So I just would really, really, really encourage you guys to reconsider that because I know so how much it does affect everyone's lives that use the Cottonwoods in the winter. So yeah, with that, I, you know, thank you guys for offering the service. I really enjoy it, but I would really, really hope you that you reconsider your positions on it just because it's such a visible service. It's very well used and it's so critical to the whole traffic of the entire little, or, you know, little and big and Cottonwood Heights, the entire, you know, east bench region over there. So with that thank you guys for hosting this and I appreciate the opportunity. So please reconsider full ski bus at 15 minute increments in all preexisting routes. Thanks.
11	*Mike Christensen (Public Hearing Comment)* I just wanted to say that the, the budget looks good, but I am disappointed that we are in a situation where we're having to make cutbacks. There is, there is one cutback that's been made that's kind of frustrated me which is the reduction on Sundays of TRAX to only using one car rather than two. It especially downtown the cars can get pretty crowded and I question whether UTA is really saving a whole lot enough to really justify whether that reduction in using only one vehicle is justified. So I hopefully UTA can look at that and reevaluate. I feel like it really discouraged, could discourage people to ride when, when the vehicles are crowded because of only running one. Thank you.
12	*Madeline Stag (Public Hearing Comment)* Hello I'm Maddie and I am a freshman at the University of Utah. And so seeing you guys kind of cut back on those ski buses is really disheartening because a lot of students, myself included, rely on those buses to get up to the Cottonwoods. There's a lot of students from out of state. The university has their most amount of freshman students. This is their biggest class and the biggest portion of these students are from out of state, the biggest percentage they've ever had. And a lot of these students don't have cars and they spent all this money on these passes. Some people lost January when they committed to the U and now they don't have a transportation up to the resorts because they were relying upon those ski buses. And like he mentioned earlier, those 30 minute increments is a long time. 15 minutes is a lot better because 15 minutes you're standing out in

	the cold for 15 shorter minutes and that's a lot better. And I know so many students really do rely on those buses. So I really hope you guys really re-evaluate that.
13	*Claudia Johnson (Public Hearing Comment)* Hi Claudia Johnson. I live in that sugar house area and I'm just delighted that there are other people here than employees. And, and this is to address to all of you that are volunteers or that are here making comments or just to sit in, you miss out on the meetings that they have twice a month because it's an opportunity to understand and to voice your opinion or concerns and to understand why decisions are made. I went through the same thing. I've been doing this for six years now - it's going to these board meetings, but I went through and have gone through and listened and seen changes that are happening and understand why, but that doesn't change our feelings. Okay? If you feel that way, you feel that way, it doesn't make any difference. But if you come to the meetings, you can understand and understand maybe you can help that situation by your actions and input. And I appreciate the fact that we have this opportunity to come and to voice some feelings and some opportunities to express some ideas. Personally, I have seen a lot of changes in the last six years, actually, it's probably seven years now, and seen a lot of changes that have happened. But a lot of growth has happened. And yes, it is taxpayer money and yes, it is my money. Not I'm a taxpayer, but I'm a resident also. I'm not just a student, but I've had students living with me from foreign countries and I understand the dependence of schedules and having to meet that and they listen, they hear, but come to the other meetings during the month if you can. And I realize it may be difficult, but come to find out and see what's going on, to talk to some of the people that are saying, Hey, we're the ones that are scheduling what is your impact? And be specific, not just to make a generic general statement, but UTA has done a great job of making changes of trying to accommodate and they hear what you say, they understand what you're saying and why you're saying it, but they also have to look at the whole picture. And that's what's hard for any of us. Anytime we look at our total budget, it's hard. Anyway, so, but I just wanted to mention that as a positive comment is the fact that the board really looks at, and all of the employees, those that are working with the budgets, are really looking at the total picture, not just one little phase, but they will listen and they will hear and they, they will try and act upon those comments that are given, come to the meetings during the month. It's an awesome experience to hear that what's going on. And thanks guys.
14	*Claudia Wiese (Public Hearing Comment)* Hi. I'm Claudia Wiese, I'm a student at the University of Utah and one of the presidents of a group called Students for the Wasatch that looks at transportation of Little Cottonwood Canyon specifically in reaction and against the gondola. And so I'm just here to talk about the reduction in the ski buses. So in 2016/2017, the ski bus was increased by 35% and this led to, and I'm sure you guys all know this, but led to increases by, on average 54% in January and 60% in February. So just increasing the bus by 35% increased it by that much on average and up to 88% on Sundays in February. And so I know you cut the ski bus due to extreme shortages in labor. And so I did some research on the impact of compensation on employee motivation. And what they state in this paper from 2021 is the findings revealed that compensation and job appraisal are the leading factors that can enhance the motivation of employees. And so then I looked into the compensation, which I know is increasing by 7.5% I think in the budget, but that is about on par or under par with what inflation is. And so the average salary for somebody who works at UTA for five years, so they get an increase every six months is 53.5 thousand dollars. That is not a livable wage for someone living in Salt Lake with one adult and two children. The hourly wage should be $41.50 instead it's $25.69 cents. And then I looked at the office of the executive director at UTA, or sorry. Yeah. And they are making for the two FTE full time employees, they're making 731 thousand dollars, which is 365 and a half thousand dollars per person, which is 11.8% of what the employees are making. So what my call is basically, I think there is a worker shortage. Well, I believe that completely, but I really think that the answer to that is increasing employee wages significantly and that has shown to be incredibly effective.

	And so cutting these ski buses right before the ski season hinders transportation up the canyons for people who have already bought ski passes and didn't know that and contributes to a traffic problem and an emissions problem.
15	*Mallory Philliber (Public Hearing Comment)* My name is Mallory Philliber. I am a recent graduate of the University of Utah and I also have been involved with students for the Wasatch. I actually used to use tracks and the buses every day to get to school, so I really appreciate having that reliable service. I'm also disappointed in the bus service cuts, especially, particularly the ski bus. And that I just know that it is really difficult to hire seasonal workers, especially in a job like driving a ski bus that demands like a lot of experience and it's a really dangerous job. I also believe that extra compensation and possibly just extra job security would really encourage seasonal workers to come and work for UTA. I think if that's one of the issues, then I would consider offering job security for seasons in the future to come and extra compensation for workers. Obviously Claudia already went over the stats, but yeah, that's mostly what I, how I feel about the, the cuts. I also would like to just note that like I know during free fare February ridership increased, which is awesome. And I also know that UTA probably relies on a good portion of funds from getting fares from passengers. And as we decrease service, you're going to have a decrease in ridership. And so if there's a way that extra funds can come from fares to go towards possibly some portion of salaries, that might help. That's just a thought. I'm not a professional in this, but yeah.
16	*David Gluckman (Public Hearing Comment)* I'm an employee at Snowbird. I'm a ski instructor there. And last season I took the 953 bus up little Cottonwood Canyon approximately three times a week. And for me and my fellow employees, that bus service was imperative to our working at Snowbird. Something that the public might not understand is, as employees we will be fined for parking at Snowbird, not in an employee lot. And so taking public transport is really necessary because there's not enough space at the resorts for every employee to park there. So that detracts from our wages if we don't have a way to drive there. And even if we did have to drive there and there weren't enough spots, we're spending our gas money when we don't even make a lot of money to begin with. We are hourly workers. And so, so close to this season, I know that the resorts were not expecting the bus services to be cut and have been blindsided by these cuts and are really concerned about how they're gonna get their employees to the resorts when a lot of them rely on this public transport. And I just would've appreciated a lot more transparency with these cuts. I know I, as I understand, the proposed budget for this year has increased by 40 million dollars, but you're cutting back a service that had, from my personal experience, the greatest ridership. I remember every single weekend, even at 7:30 waiting for the first bus to go to work, there could be 60 people on every single bus with their ski gear. And the same way on the way home, I might not get the first bus or the second bus or the third bus or the fifth bus because they were all full. And so cutting a bus service that was so widely used so close to when it is most used in December and January and February seems really confusing to me as a resident of the area and as an employee of the resorts.
17	*Mia Barth (Public Hearing Comment)* UTA cutting bus routes seems very convenient for other motives such as the gondola. The gondola will be costly at the expense of taxpayers, construction will damage the ecosystem and pollute the watershed, will not address the issue of too many cars going up the canyon, will only benefit the resorts, and puts money in private investors/citizens pockets.

Appendix 1 – Signature Sheets



UTA Tentative 2023 Budget - Signature Sheet

I, Lorin Palmer, representing Herriman City,

have received a copy of the Utah Transit Authority's Tentative Budget for 2023. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and have no objection to the tentative budget as presented.

Signature: [signature]

Date: 11-9-2022

Printed Name: Lorin Palmer

Title: Mayor

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

UTA Tentative 2023 Budget - Signature Sheet

I, Trent Staggs, representing Riverton City, have received a copy of the Utah Transit Authority's Tentative Budget for 2023. I have reviewed the tentative budget as required by Utah Code 17B-1-702 and I do have an objection to the tentative budget as presented. Pursuant to Utah Code 17B-1-702(3), this objection needs to be addressed and resolved in a future budget hearing.

For purposes of this record, I have attached my prior statement that was read by Cottonwood Heights Councilmember, Ellen Birrell, at the UTA Local Advisory Council meeting of November 2, 2022 and incorporate it into this "signature sheet."

Signature: _____

Date: 11-10-22

Printed Name: Trent Staggs

Title: Mayor

Please return to UTA:

By emailing: boardoftrustees@rideuta.com
By mail: Attention: Board of Trustees
Utah Transit Authority
669 West 200 South
Salt Lake City, UT 84101

RIVERTON
UTAH

OFFICE OF THE MAYOR

November 2, 2022

Members of the Utah Transit Authority Board of Trustees and Local Advisory Council,

Please pardon my attendance at today's council meeting. I very much wish to be there, but I am out of the country on a long-scheduled trip. I have asked Councilmember Birrell to read this statement on my behalf.

I believe there are enormous inequities in service delivery and public transit access in Salt Lake County. I have highlighted this inequity by comparing service delivered to Salt Lake City compared to four cities in southwest Salt Lake County.

Salt Lake City, with just over 200,000 people, accounts for 17% of the population of Salt Lake County. The southwest cities of Bluffdale, Herriman, Riverton and South Jordan, with just over 202,000 people, collectively account for 17% of the population of the county. Despite the roughly equal population between these two areas, Salt Lake City has 32% of bus stops in Salt Lake County while southwest cities have only 2% of bus stops. The cities of Riverton, Herriman and Bluffdale do not have a single bus stop! Further, Salt Lake City has 48% of rail stations in Salt Lake County while southwest cities have only 5%. As proof of the inequitable access to public transportation between these two regions, Salt Lake City accounted for 50% of all UTA boardings across all modes in Salt Lake County in 2021 where southwest cities accounted for just 2%.

Now, as the state's largest and capital city, it would make complete sense that Salt Lake City would have enhanced service. Salt Lake City is, without question, the business, education, entertainment and travel hub of Salt Lake County. Perhaps this is one consideration that was made when the Utah State Legislature has given Salt Lake City alone the ability to charge an extra 0.5% in sales tax in their city, as part of the prison relocation agreement, generating an additional $70 million they can put toward infrastructure and transit. No other city has that luxury. This is in addition to all the extra sales tax dollars that are generated from people travelling into Salt Lake City by virtue of it being that business and entertainment hub.

Perhaps even more concerning than a basic service level analysis is a review of geographic financial contribution compared to service provide. UTA operations are funded largely by sales tax dollars collected from taxable sales in each city that are dedicated to mass transit. Based on a cost per ride and mode review, it costs an estimated $27.4 million more than what Salt Lake City generates in sales tax to provide their UTA service. In contrast, southwest Salt Lake County cities generate $21.1 million more in sales taxes for transit than it costs to deliver the current level of UTA service. This is inequitable and blatantly unfair.

I am confident that southwest Salt Lake County isn't the only region served by UTA that has incredibly poor access and is massively subsidizing the UTA system elsewhere.

Some argue that southwest Salt Lake County cities have low transit propensity and are therefore underserving of public transit options. If this is the case and the basis for which UTA makes decisions, then why in the world should we be forced to pay into a system that offers us little to no benefit? From my review, it appears that not a single dollar out of $1.3 billion in planned UTA capital projects is planned to be spent in southwest Salt Lake County in the next five years. As southwest Salt Lake County continues to grow, this will only make an already inequitable system even more unfair. It is for this reason that I have to vote “no” on the plan today.

I believe our goal should be to have an equitable public transit system that provides reasonable access to those who contribute to its operation. After all, the more people who use public transit, the less congestion we have on our roads and the better our air quality will be due to reduced emissions. Unfortunately, we are far from that goal right now.

I call upon the UTA Board of Trustees and the Utah State Legislature to conduct a full analysis and audit of UTA service and finances to identify inequities in service and lack of access in various geographic regions in UTA’s service area. This audit and analysis should also include cost effectiveness and use of each mode of transit offered by UTA. Solutions must be put in place that increase access and make the system more geographically equitable. Express bus lines on major east-west and north-south roads in the southwest area would be a good start.

Sincerely,



Mayor Trent Staggs

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO:	Board of Trustees
THROUGH:	Jay Fox, Executive Director
FROM:	Nichol Bourdeaux, Chief Planning and Engagement Officer
PRESENTER(S):	Eric Callison, Manager of Service Planning Megan Waters, Community Engagement Director

TITLE:

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

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational item for discussion

BACKGROUND:
Per UTA Board of Trustees Policy No. 3.2 and in compliance with Utah State law, the UTA Five-Year Service Plan (5YSP) is updated every two years. The UTA Local Advisory Council reviews approves and recommends the plan for adoption by the UTA Board of Trustees.

Presentations on the draft FYSP were provided to the UTA Board of Trustees on September 28, 2022 and to the UTA Local Advisory Council on November 2, 2022. UTA has also begun community and stakeholder engagement efforts which includes, public comment, a Transit Needs survey, and community road shows with local cities and municipalities.

Based upon initial feedback received, UTA Service Planning has developed a 2023-2027 UTA Five-Year Service Plan Final Draft Network. In preparation for the official comment period in December 2022 and January 2023, UTA Service Planning is presenting the final draft network that will be taken to public comment. Adjustments made to the draft network are qualitative data inputs from the Transit Needs survey and based on community and stakeholder feedback evaluated and incorporated into the final draft network. The final draft network is phased by year from 2023-2027 and includes annual estimates for additional service hours and miles. Fiscal impacts are evaluated annually as part of UTA's annual budget process, including available funding for service implementation based on service hours, other resources such as capital feasibility, and operator and administrative staffing levels.

Once approved, proposed changes in the 5YSP will enter UTA's annual budgeting process and be further vetted for resource availability and operational feasibility. Additional service changes may be presented to the board during the annual service process prior to change day, along with community input, stakeholder feedback and Title VI information.

DISCUSSION:

The following routes have been modified based on community feedback since the draft network was first presented: 627, 821, 823

The following changes are proposed for April 2023:

- Discontinue Routes 901 and 902. High Valley Transit to operate Route 107

The following changes are proposed for August 2023:

- Implement Ogden Express (OGX) service
- Increase TRAX frequency to 15-minutes on Saturdays (Routes 701, 703, 704, 720)

The following contingency changes are proposed for August 2023, dependent on demand, need, and operator staffing levels:

- Restore service on Routes 39, 201, and 218 to pre-December 2022 levels
- Implement Utah Valley Express (UVX) service to Provo Airport

The following contingency changes are proposed for December 2023, dependent on operator staffing levels:

- Increase service levels on Routes 972 and 994
- Implement select trips on Route 953

Total 2023 proposed increase to service hours: 53,485
Total 2023 proposed increase to service miles: 618,266

The following changes are proposed for August 2024:

- Implement additional local service in Ogden (Routes 607, 611, 612, F618, 625, 645)
- Split south Utah County local service to improve travel times and increase coverage (Routes 821, 823)
- Increase frequency of service on Route 205

Total 2024 proposed increase to service hours: 72,925
Total 2024 proposed increase to service miles: 342,642

The following service changes are proposed for August 2025:

- Implement additional frequency on 200 South to accommodate demand (Routes 2A, 2B, 220)

Total 2025 proposed increase to service hours: 28,197
Total 2025 proposed increase to service miles: 190,265

The following changes are proposed for August 2026:

- Implement frequent service on the Midvalley Connector alignment between Murray Central and West

Valley Central Stations (Routes 47, 50, 227, F590)
- Split Salt Lake/Ogden regional service at Farmington Station and increase frequency between Farmington and Ogden (Routes 455, 470, 600, 609)

Total 2026 proposed increase to service hours: 126,858
Total 2026 proposed increase to service miles: 1,446,047

The following changes are proposed for August 2027:
- Implement frequent service on the 5600 West alignment between 5600 West Station and downtown Salt Lake City via Airport, International Center (Route 256)
- Implement new service in Eagle Mountain/Saratoga Springs per the Northwest Utah County study with connections (Route 809)

Total 2027 proposed increase to service hours: 118,588
Total 2027 proposed increase to service miles: 1,195,468

The following changes represent actions UTA would take in an unconstrained environment (no limits on budget/hiring):
- Improve frequency on multiple routes throughout the service area, including some routes that had higher frequencies prior to COVID-19
- Implement new bus connections in west Salt Lake County, Riverton/Herriman, Roy, and Vineyard
- Implement new UTA On Demand service in North Weber County, Lehi, West Provo, Sandy/Cottonwood Heights, and West Jordan/South Jordan

The following projects are currently outside the scope of UTA's 5YSP, but are acknowledged as requiring additional service changes in the future and intended to be included as part of UTA's Long-Range Transit Plan:
- Davis/Salt Lake Community Connector
- Point of the Mountain
- Central Corridor
- South Utah Valley
- Cottonwood Canyons
- FrontRunner Forward (strategic double-tracking)

Public engagement for the 5YSP will include the following:
- Online surveys
- ArcGIS storymap with online maps for public comment
- Local government/stakeholder public presentations
- Official public comment period (December 2022 - January 2023)

ALTERNATIVES:
N/A

FISCAL IMPACT:

- Staff time only to create the Five Year Service Plan
- Total proposed added hours (2023-2027): 400,053
- Total proposed added miles (2023-2027): 3,792,688
- Fiscal impact of the FYSP implementation is vetted through UTA's annual budget process.

ATTACHMENTS:

669 West 200 South
Salt Lake City, UT 84101

Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

TO: Board of Trustees
FROM: Annette Royle, Director of Board Governance
PRESENTER(S): Annette Royle, Director of Board Governance

TITLE:

Utah Transit Authority 2022-2030 Strategic Plan Draft

AGENDA ITEM TYPE:
Discussion

RECOMMENDATION:
Informational report for discussion.

BACKGROUND:
The Utah Public Transit District Act §17B-2a-808.1 *et seq.* defines the powers and duties of UTA's Board of Trustees, including the responsibility to develop and approve a strategic plan at least every four years. The statute requires this plan to be developed in consultation with constituent entities, municipalities, metropolitan planning organizations (MPOs) and the Local Advisory Council (LAC). If approved, this plan will replace the strategic plan previously adopted by the Board in 2018.

DISCUSSION:
In 2018 the Utah Legislature amended the Public Transit District Act to reorganize the structure of UTA's Board of Trustees. Under the governance of this Board which assumed responsibility in November 2018, Trustees have engaged actively with our constituent entities, municipalities, MPOs and LAC to understand community needs and collaborate on solutions through transit. With the understanding gained through these relationships, the board undertook a formal effort to develop a new strategic plan.

In Spring 2022 UTA procured the services of TransPro Consulting and R&R Partners to work with the agency to envision our strategic direction. The board along with UTA's executive team participated in two multi-day strategic planning sessions and several months of staff committee work to develop our success outcomes. This work has culminated in the development of a new mission - We Move You! Our Vision is to lead Utah's mobility solutions and improve quality of life. Through this process Trustees, executive leaders and other

professional staff refined five strategic priorities to deliver on our mission and vision. Those goals and objectives fall into five categories:

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

An outline of this plan was presented to UTA's Local Advisory Council on November 2nd and to the Legislature's Transportation Interim Committee on November 16th for feedback. At our December 7th board meeting we will be presenting more detail on these aspirational goals and how we will build our work plans and measure success. We will bring the final plan to the Board for final adoption on December 21, 2022.

ALTERNATIVES:
The Board may provide feedback and recommendations for adjustments to the final plan scheduled for action at the December 21, 2022 board meeting.

FISCAL IMPACT:
Resources to support the strategic plan goals and objectives will be allocated through UTA's annual budget process.

ATTACHMENTS:
Draft 2022-2030 Strategic Plan

UTA

2022–2030 STRATEGIC GOALS AND OBJECTIVES



We Move You

The Utah Transit Authority moves Utah to a stronger economy, a cleaner environment, increased mobility, greater access to opportunity, and a better quality of life—all driven by safe, reliable transportation

THESE FIVE STRATEGIC PRIORITIES MAKE IT HAPPEN

UTA
We Move You

Vision Statement

Leading Utah's mobility solutions and improving quality of life

Goals & 2030 Objectives

MOVING UTAHNS TO A BETTER QUALITY OF LIFE
70% of Utah's population (75% of UTA's service area) resides within one-half mile of UTA's transit service, and the carbon footprint of UTA vehicles and facilities is reduced by 25%

EXCEEDING CUSTOMER EXPECTATIONS
Achieve a 45% increase—10% every two years—in UTA's Net Promoter Score (How likely would you be to recommend UTA to your friends and family?)

ACHIEVING ORGANIZATIONAL EXCELLENCE
Receive industry recognition for operating a dynamic and forward-thinking public enterprise—a nimble, innovative, thriving environment for professional achievement

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

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

GOAL MOVING UTAHNS TO A BETTER QUALITY OF LIFE

Expanded Access to Transit

INCREASE DIVERSITY OF RIDERSHIP MARKET

GOAL BUILDING COMMUNITY SUPPORT

Engage AND ACTIVATE AMBASSADORS

MORE STAKEHOLDERS TELLING TRANSIT'S STORY

GOAL GENERATING CRITICAL ECONOMIC RETURN

Expanding STATE'S TAX BASE

OBJECTIVE
70% of Utahns live within one-half mile of transit service

GOAL EXCEEDING CUSTOMER EXPECTATIONS

IMPROVE CONFIDENCE AND SAFETY

GREATER ACCESSIBILITY AND EASE OF USE

Increase mobility

Increase job growth and access

STRATEGIC LAND USE AND DEVELOPMENT

Every $1 invested in public transportation generates $5 in economic returns

GOAL ACHIEVING ORGANIZATIONAL EXCELLENCE

DEMONSTRATE WORKFORCE EMPOWERMENT

Fully resourced and innovative employees

Recognized for operational excellence

OBJECTIVE
Industry recognition as premier workplace

INCREASED RIDER SATISFACTION

OBJECTIVE
Achieve a 45% increase in Net Promoter Score

GREATER VALUE OF TRANSIT

OBJECTIVE
100+ engaged partners telling transit's story

OBJECTIVE
Communities recognize UTA's economic value

OBJECTIVE
The carbon footprint of UTA vehicles and facilities reduced by 25%

CLEANER AIR AND ENVIRONMENT

Goals and 2022 Benchmarks

At UTA, our vision is to lead Utah's mobility solutions and improve the quality of life for every Utahn. These goals, objectives, and measures of success are how we will partner with communities to achieve that vision.

Moving Utahns to a Better Quality of Life

Primary 2030 Objectives
70% of Utah's population (75% of UTA's service area) resides within one-half mile of UTA's transit service, and the carbon footprint of UTA vehicles and facilities is reduced by 25%

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

Currently in 2022
- 56% of Utah Population and 71% of UTA service area within one-half mile of UTA transit
- Electricity Usage = 17.9M Kilowatt Hours
- Natural Gas Usage = 90.2K Dekatherms
- Greenhouse Gas Emissions = 92.7K CO2 Metric Tons
- Mixed Bus Fleet Composition (% of alternative fuels vehicles): In 2022 = 7%, Goal by 2030 = 28%

Exceeding Customer Expectations

Primary 2030 Objective
Achieve a 45% increase—10% every two years—in UTA's Net Promoter Score. (How likely would you be to recommend UTA to your friends and family?)

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

Currently in 2022
April 2022 Net Promoter Scores:
- UTA TRAX = 26, UTA Bus = 10
- "I feel safe and secure on the vehicle" = 74% TRAX and 85% Bus

Achieving Organizational Excellence

Primary 2030 Objective
Receive industry recognition for operating a dynamic and forward-thinking public enterprise—a nimble, innovative, thriving environment for professional achievement.

Success Statement
UTA's well-resourced workforce excels, innovates and demonstrates empowerment.

Currently in 2022
- UTA is one of the 50 largest workplaces in Utah.
- UTA Engagement Survey, Organizational Improvement Score = 4.8 (Scale of 1 to 7)

Building Community Support

Primary 2030 Objective
More than 100 actively engaged formal alliances and affinity groups telling their stories in ways that influence transit-friendly outcomes.

Success Statement
UTA's communities tell our story and transit is recognized as a keystone to Utah's future growth.

Currently in 2022
- 2022 UTA Benchmark Survey Overall Satisfaction = 72%
- UTA Partner Relationships = 351
  - Municipalities/Counties = 89
  - Transit Pass Partners = 212
  - Memberships and Affiliations = 50

Generating Critical Economic Return

Primary 2030 Objective
Communities across the region and state recognize the economic value and positive return on investment that UTA provides statewide.

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

Currently in 2022
American Public Transportation Association (APTA) 2020 Report:
- Every $1 invested in public transportation generates $5 in economic returns.
- Home values were up to 24% higher near public transportation than in other areas.
- Every $10 million in capital and operating investment in public transportation yields over $30 million in increased business sales.
- Every $1 billion invested in public transportation supports and creates approximately 50,000 jobs.

UTA

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Utah Transit Authority

MEETING MEMO

Board of Trustees **Date:** 12/7/2022

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

TITLE:

Strategy Session to Discuss Collective Bargaining

AGENDA ITEM TYPE:
Closed Session

RECOMMENDATION:
Approve moving to closed session for discussion of collective bargaining.

BACKGROUND:
Utah Open and Public Meetings Act allows for the Board of Trustees to meet in a session closed to the public for various specific purposes.

DISCUSSION:
The purpose for this closed session is:

- Strategy session to discuss collective bargaining