



September 2025

FIVE-YEAR CAPITAL PLAN **2026-2030**



Executive Summary

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



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

PLAN PURPOSE

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

\$1.07B

investment over five years to strengthen and expand transit infrastructure.



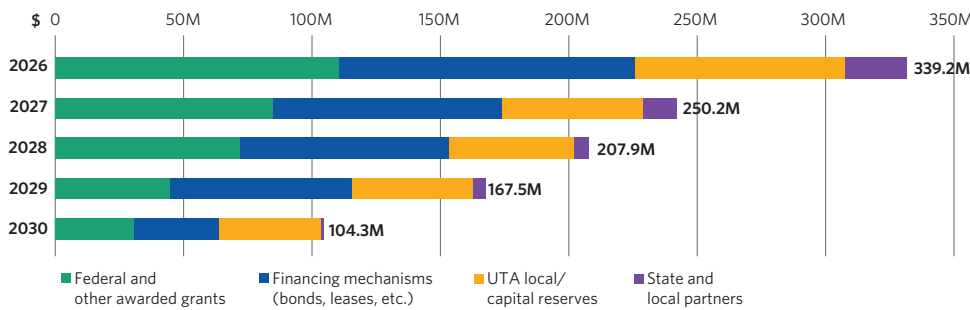
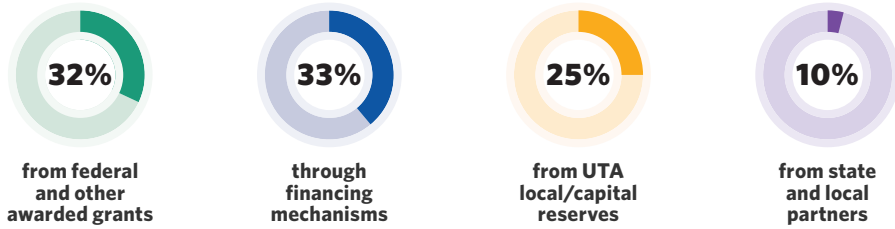
PLANNING AND PRIORITIZATION PROCESS

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



INVESTMENT OVERVIEW

The 2026-2030 Plan represents **\$1.07B in capital investment over five years**, designed to maintain and expand Utah’s transit infrastructure through a mix of sources:

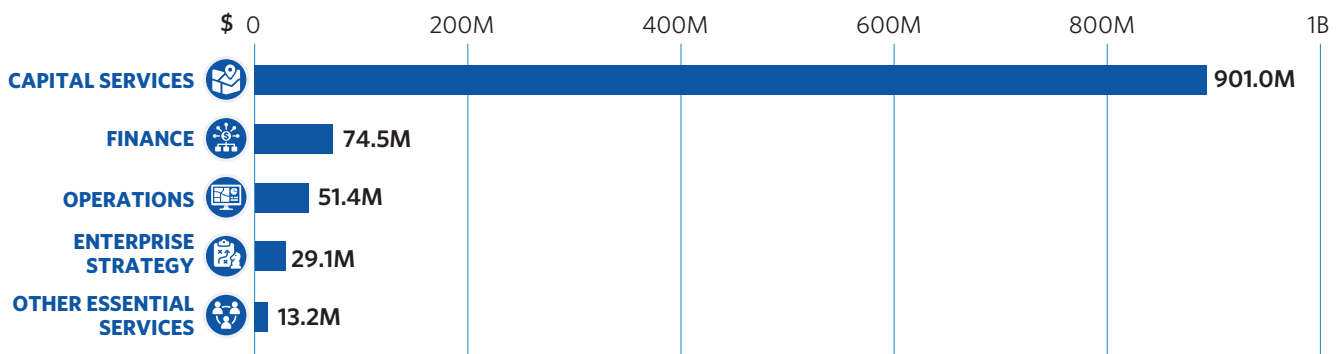


ANNUAL INVESTMENT HIGHLIGHTS:

- \$339.2M in 2026 (largest year of investment).
- A gradual tapering to \$104.3M by 2030 as large-scale projects reach completion.
- Capital spending is front-loaded with \$339.2 invested in 2026 to advance large-scale construction, followed by more moderate annual investments of \$250.2M-207.9M in 2027-2028, \$167.5M in 2029, and \$104.3M in 2030 as projects reach completion and focus shifts to ongoing maintenance and renewal.

UTA’S CHIEF OFFICES & FUNDING ALLOCATION

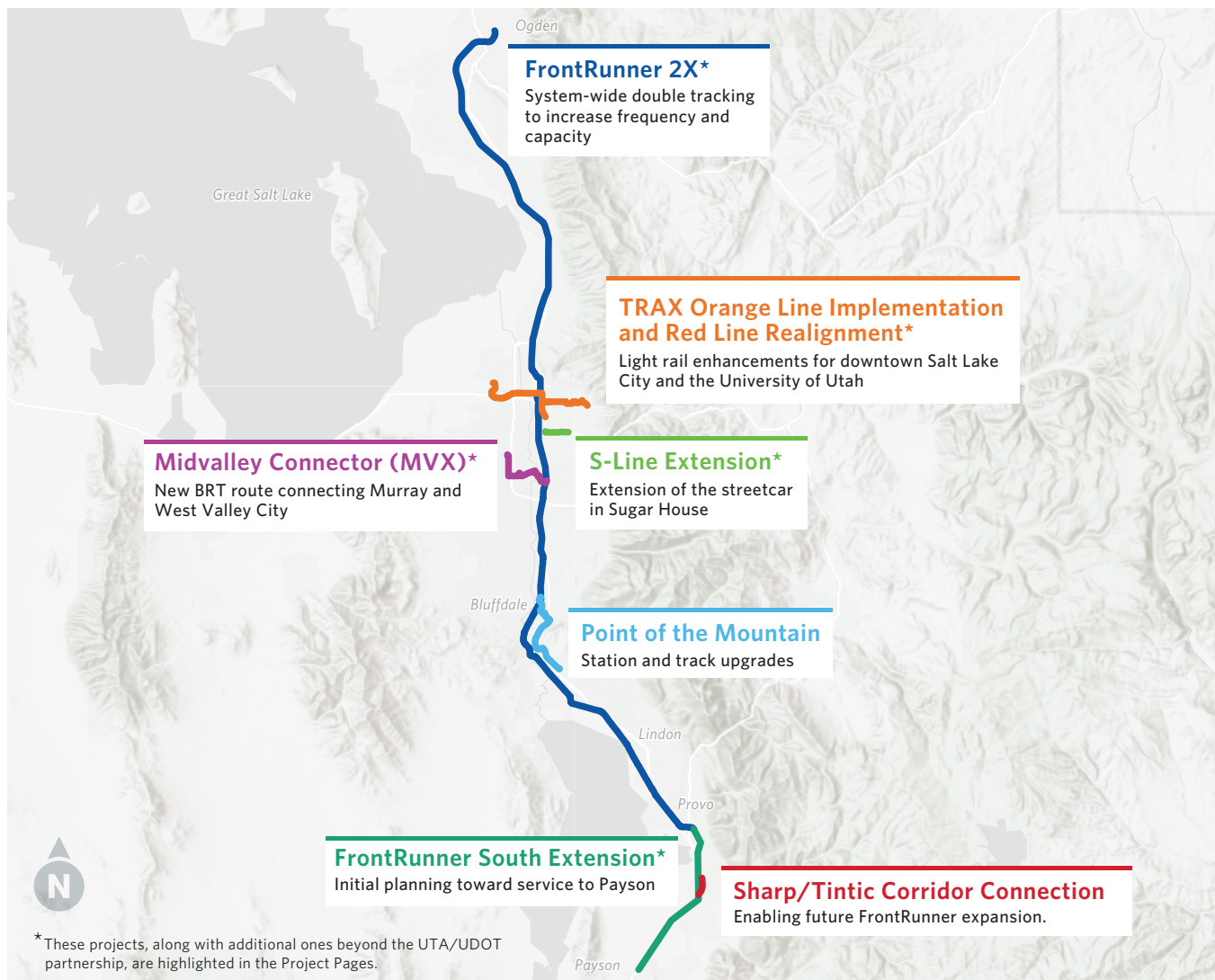
Office	Description
CAPITAL SERVICES	Oversees the planning, design, and construction of major projects that improve safety, expand service, maintain infrastructure, and make the most of UTA’s real estate assets.
OPERATIONS	Manages UTA’s core systems and services, including technology, data, and workforce development, to boost performance, support strategic goals, and foster continuous improvement across the agency.
ENTERPRISE STRATEGY	Coordinates agencywide functions such as IT, performance analysis, policy, and risk management to ensure UTA operates efficiently and stays aligned with long-term goals.
FINANCE	Leads UTA’s budgeting, accounting, procurement, fare collection, risk management, and grant funding to maintain financial stability and ensure resources are used effectively.
OTHER ESSENTIAL SERVICES	Includes departments focused on people, communication, safety and security, and public engagement and planning, which are critical to UTA’s ability to deliver responsive, transparent, and community-driven service.



UTA/UDOT PARTNERSHIP AND PROJECTS

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

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



LOOKING AHEAD

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

to DAYBREAK PARKWAY

To Daybreak Parkway 25 Min

1146A

DAY TRAVEL AGENCY

UTA
PRAX

126

1146A

UTA



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Chapter 1

Purpose of This Plan



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



KEY PURPOSES AND FEATURES OF THE 5YCP INCLUDE:

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

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

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

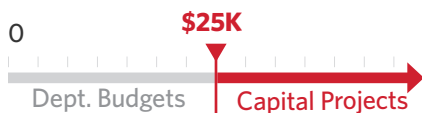
Contract Authorization: Approval of the 5YCP grants UTA the authority to enter into contracts for multi-year capital projects.

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

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

DEFINITION OF CAPITAL PROJECTS

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

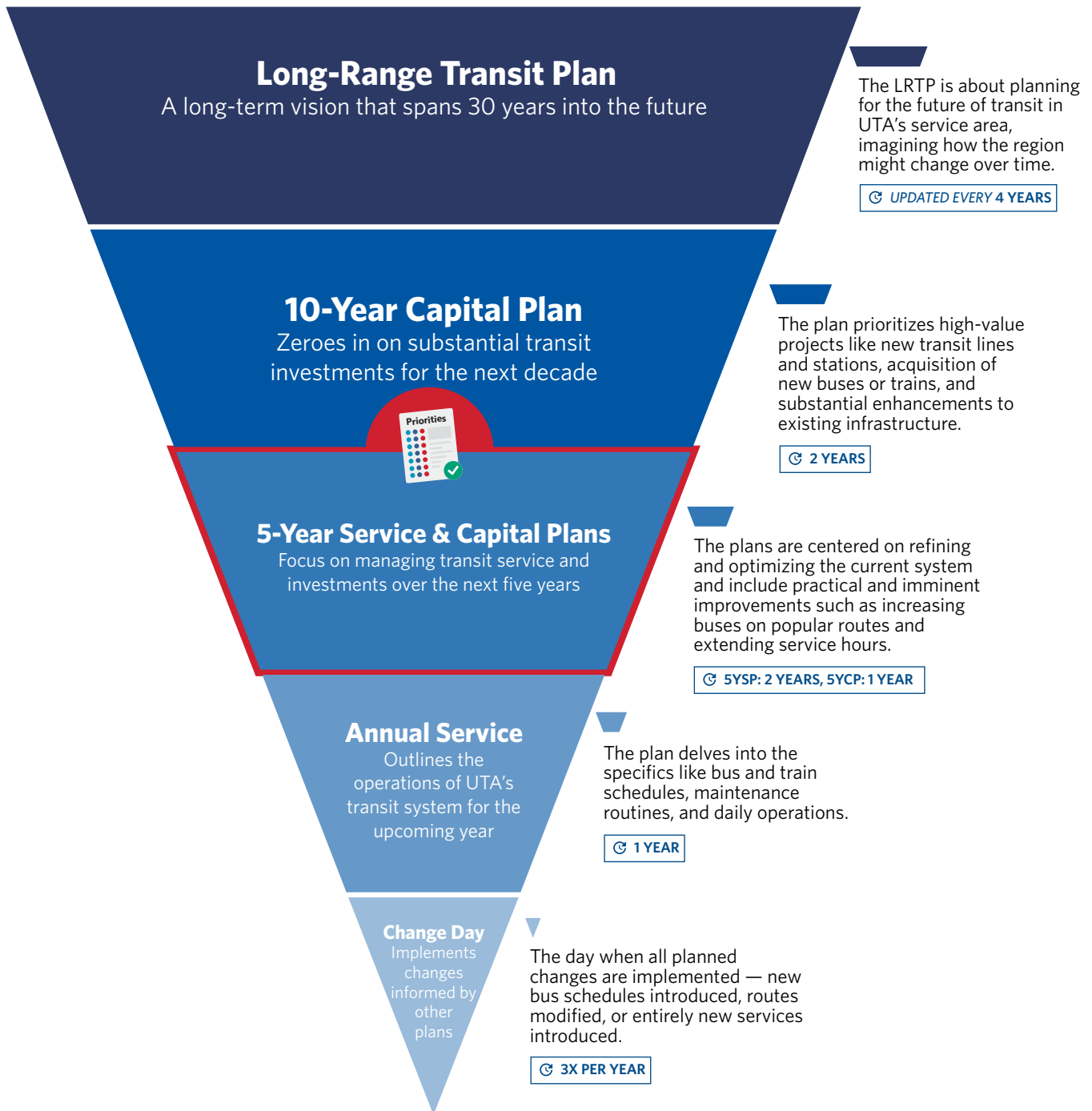


Examples of capital projects include:

- New construction (new transit infrastructure, facilities, buildings, or major additions, including studies/design to support future project construction)
- Building repairs, renovations, demolition, or upgrades
- Major maintenance (capital renewal and deferred maintenance)
- Safety, ADA, or legal compliance construction projects
- Energy conservation improvements
- Grounds improvements
- Real estate acquisition or leasing
- Vehicles
- HVAC or reroofing projects
- Telecommunication and Information Technology systems (hardware and software)
- New or replacement equipment or furniture



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



Chapter 2

Five-Year Capital Plan Development Process



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

PROJECT REQUESTS

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

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

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



PROJECT PRIORITIZATIONS

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

Prioritization Considerations			
	Previous Five-Year Plan Alignment	Legal and Safety Requirements	Delivery Potential
	Projects are evaluated based on how well they continue or build upon priorities established in the prior 2025-2029 Five-Year Capital Plan, ensuring continuity and consistency in long-term planning.	Priority is given to projects that address regulatory compliance or critical safety needs, aligning with UTA's responsibility to provide a secure and legally sound transit system.	Projects are assessed for their feasibility, readiness, and ability to be implemented within the five-year window, maximizing the effective use of available resources.
UTA Strategic Goals			
	Moving Utahns to a Better Quality of Life	Exceeding Customer Expectations	Achieving Organizational Excellence
	70% of Utah's population (and 75% of UTA's service area) resides within one-half mile of UTA's transit service, and the carbon footprint of UTA vehicles and facilities is reduced by 25%	Achieve a 45% increase in UTA's Net Promoter Score (How likely would you be to recommend UTA to your friends and family?)	Receive industry recognition for operating a dynamic and forward-thinking public enterprise
UTA Strategic Goals			
	Building Community Support	Generating Critical Economic Return	
More than 100 actively engaged formal alliances and affinity groups telling their stories in ways that influence transit-friendly outcomes	Communities across the region and state recognize the economic value and positive return on investment that UTA provides statewide		

Chapter 3

Five-Year Capital Plan Project Pages



1

**Meadowbrook
Bus Charging
Infrastructure**



2

**Davis-SLC
Community
Connector**



3

Bus Stop Program



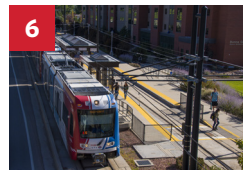
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FrontRunner 2X



5

MVX BRT



6

**TRAX Orange Line
Implementation
and Red Line
Realignment**



7

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



8

**5600 West Bus
Route (West Salt
Lake County)**



9

**FrontRunner
South Extension**



10

**Maintenance of
Way Training
Facilities**



11

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



12

**TRAX Forward
Program**



13

**Bus Procurement
and Replacement
Program**



14

**Light Rail Vehicle
Replacement**



15

**FrontRunner
Vehicle
Rehabilitation**



16

**Fare System
Replacement**



Meadowbrook Bus Charging Infrastructure

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

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

GOALS

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



Plug-in charging infrastructure



Overhead chargers



SCHEDULE

Anticipated In Service Date (Based On The MVX BRT Project Completion)

Fall 2026

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	TOTAL
FMA693 Meadowbrook Bus Charging Infrastructure	\$2.3M	-	-	\$2.3M



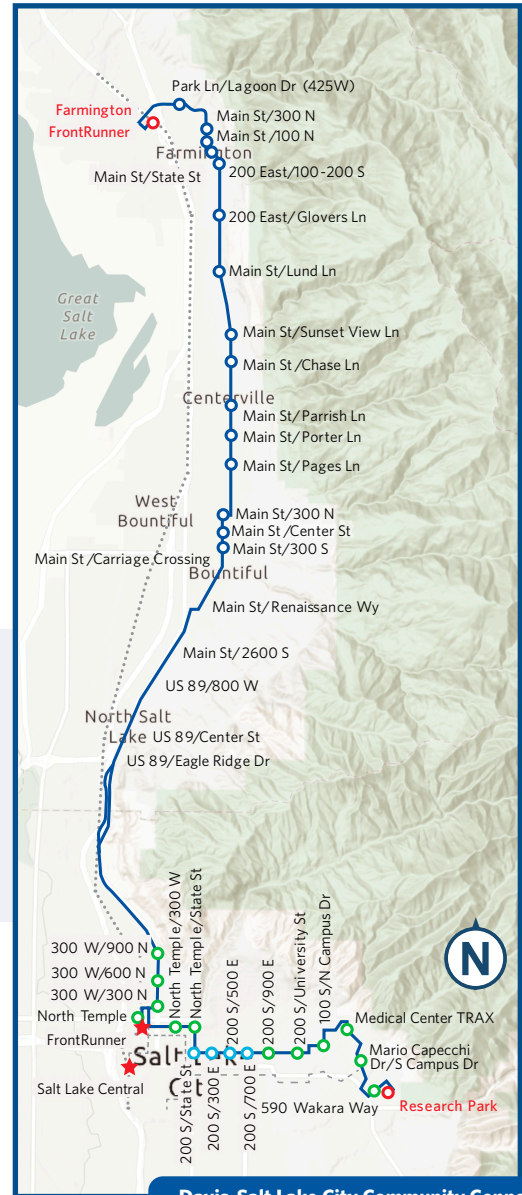
Davis-Salt Lake City Community Connector

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

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

GOALS

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



Davis-Salt Lake City Community Connector

- DSLC Proposed Route Alignment
- DSLC Proposed End-of-Line Facilities
- ★ FrontRunner Stations
- FrontRunner Line
- - - TRAX Line
- Existing Stations
- Salt Lake City-Improved Stations
- Proposed Stations

SCHEDULE

Environmental and Preliminary Design Complete, FTA Small Starts Grant Submitted	2025
Construction	2026-2028
Route in Service	2029

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP202 Davis-SLC Community Connector	\$5M	\$21.6M	\$4.9M	\$1.4M	\$94K	\$33M



Bus Stop Program

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

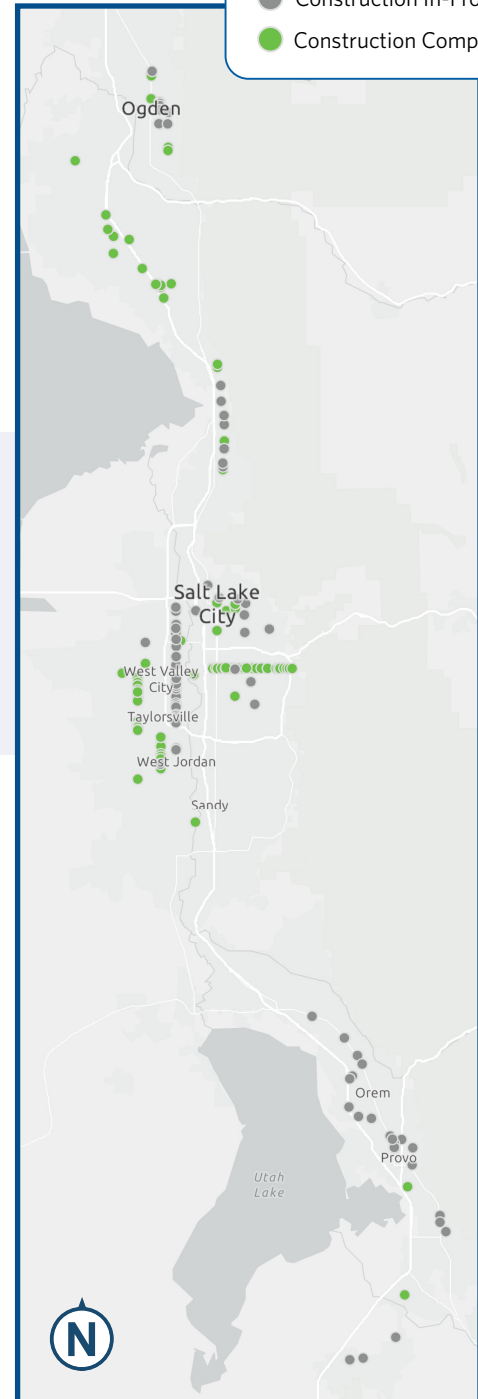
The purpose of these improvements is to make stops accessible to all riders, including people with limited mobility. Enhancements will vary by location but typically include replacement of sidewalk panels and new concrete pads with the addition of shelters, benches, trash cans, bike racks, and lighting.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

GOALS

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

UTA Bus Stop Program

- Construction In-Progress
- Construction Completed



SCHEDULE

59 Bus Stops Constructed	2024
31 to Be Constructed (NP002), 43 to Be Constructed (SGR407)	2025
60 to Be Constructed (MSP301)	2026

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP301 Federal 5339 Grant Program- Bus Stop Construction	\$2.4M	-	-	-	-	\$2.4M
MSP324 Bus Stop Amenities	\$400K	\$1.6M	\$410K	\$10K	\$10K	\$2.4M
SGR407 Bus Stop Enhancements for ADA-compliance*	\$2.6M	\$3.2M	\$1.6M	\$1.6M	\$1.8M	\$10.7M

*Totals may not add up precisely due to rounding.



FrontRunner 2X

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

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

GOALS

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

FrontRunner 2X (FR2X)

- Existing Double Track
- FR2X Double Track
- FR2X Realignment
- Existing Single Track
- Existing Stations
- New Station



Project is managed by UDOT with support by UTA
frontrunner2x.utah.gov

SCHEDULE

Environmental Study, Design Selection, & Start of Preconstruction	2023-2024
Design, Preconstruction, Procurement, & Grant Approval	2025-2026
Construction, Manufacturing, & Delivery	2026-2029
Operation with 15-Minute Peak Service	2030

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP252 FrontRunner 2X*	\$6.9M	\$8.2M	\$2.7M	\$2.7M	-	\$20.4M

*Total may not add up precisely due to rounding.



MVX BRT

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

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

GOALS

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



SCHEDULE

Construction Starts	Spring 2024
Construction Ends	Fall 2026
Route in Service	2027



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

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	TOTAL
MSP253 Midvalley Connector	\$31.7M	\$3.7M	-	-	\$35.4M



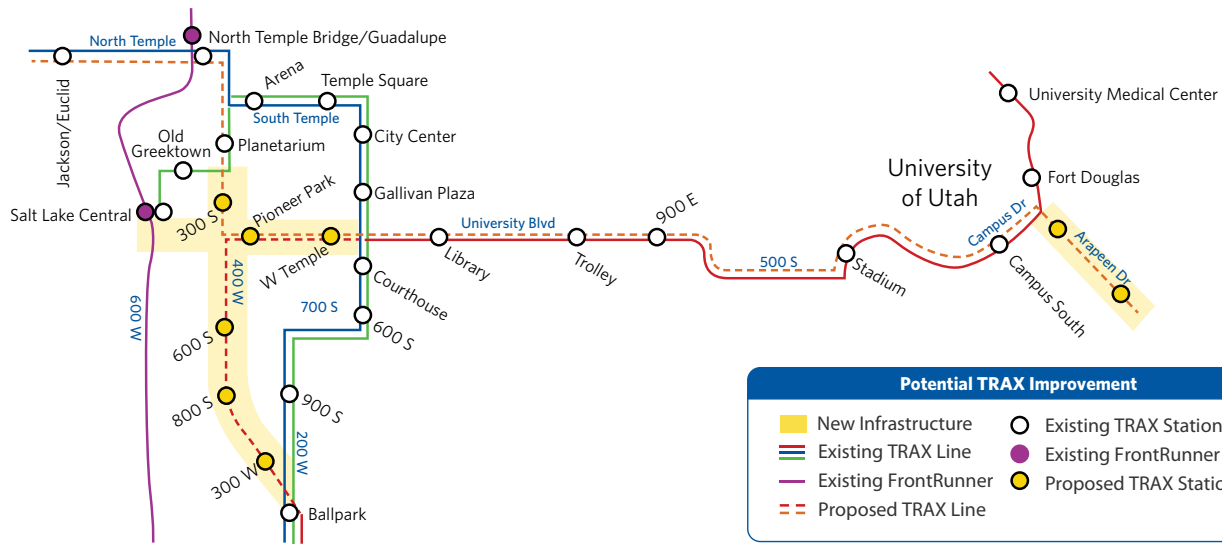
TRAX Orange Line Implementation and Red Line Realignment

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

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

GOALS

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



Potential TRAX Improvement

- New Infrastructure
- Existing TRAX Line
- Existing FrontRunner
- Proposed TRAX Line
- Existing TRAX Stations
- Existing FrontRunner Stations
- Proposed TRAX Station

SCHEDULE

Study Completed January 2025
 Future Studies TBD (Funding Dependent)

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP254 TechLink	\$100K	\$100K	\$100K	\$100K	\$100K	\$500K (Study Only)



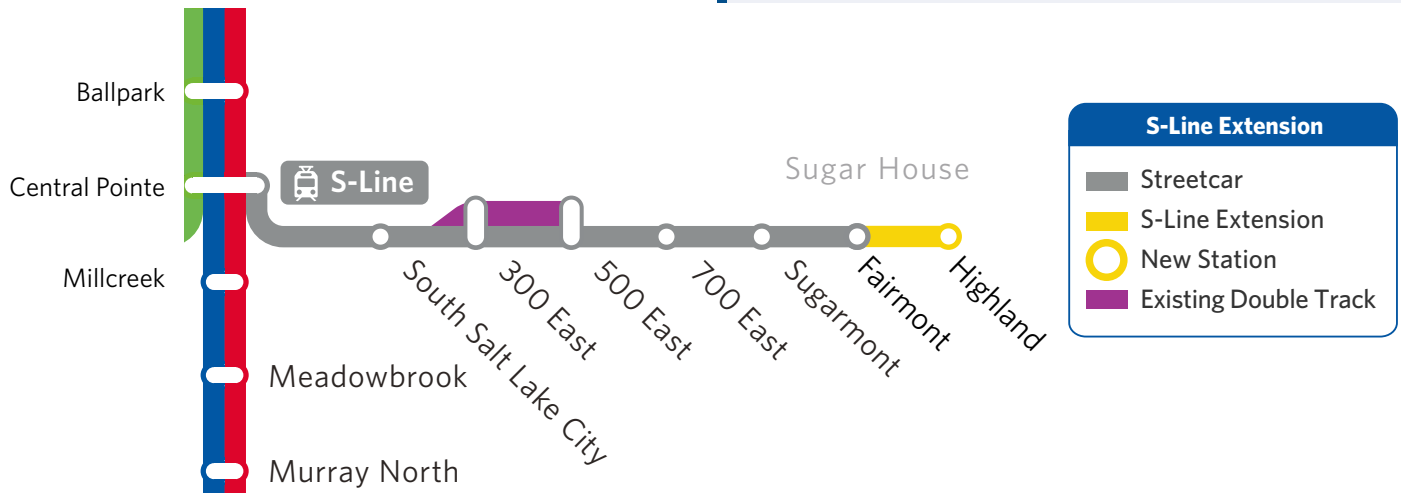
S-Line Extension and Double Tracking (Sugar House Business District)

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

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

GOALS

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



SCHEDULE

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

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	TOTAL
MSP259 S-Line Extension	\$30.1M	\$1.3M	\$31.4M



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



5600 West Bus Route (West Salt Lake County)

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

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

GOALS

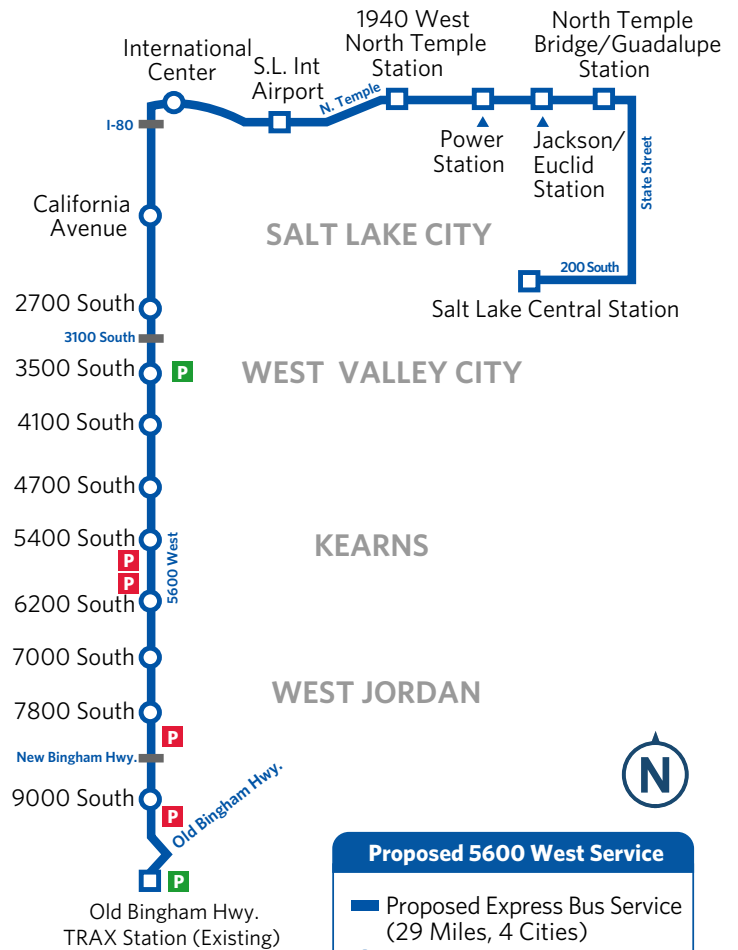
- **Increase UTA services** for the growing population of west Salt Lake County
- **Improve regional mobility** by reducing roadway congestion and supporting increased transit availability
- **Connect west Salt Lake County** with more access to major employment centers

SCHEDULE

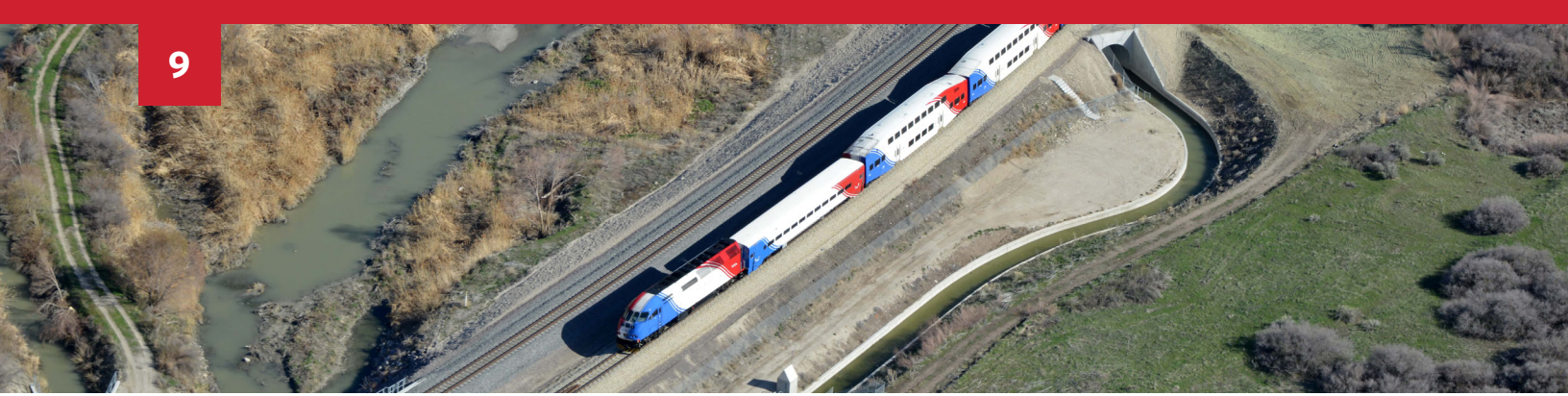
Environmental/Preliminary Design	Fall 2023-Spring 2024
Final Design	Fall 2024-Fall 2025
Construction	Winter 2026-Fall 2027
Revenue Service – Scheduled Completion	Spring 2028

5-YEAR CAPITAL COST

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



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



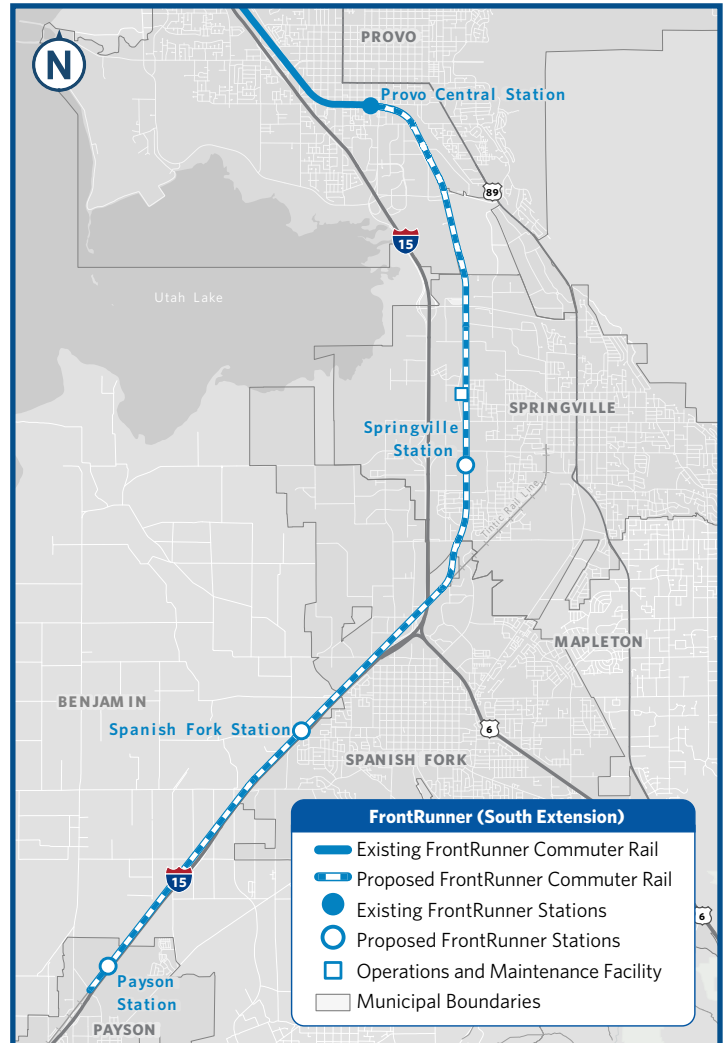
FrontRunner South Extension

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

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

GOALS

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



SCHEDULE

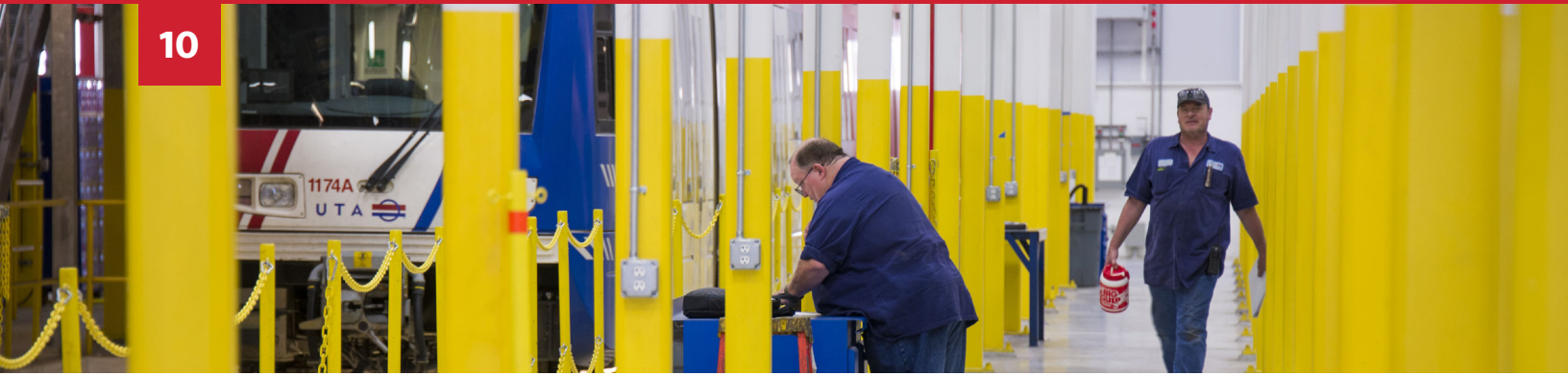
Project Refinement	Spring 2024
Early Scoping	Summer-Winter 2024
Preliminary Design/Environmental	Spring 2025-2026
Final Design	TBD



Project is managed by UDOT with support by UTA
frontrunner2x.utah.gov

5-YEAR CAPITAL COST

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



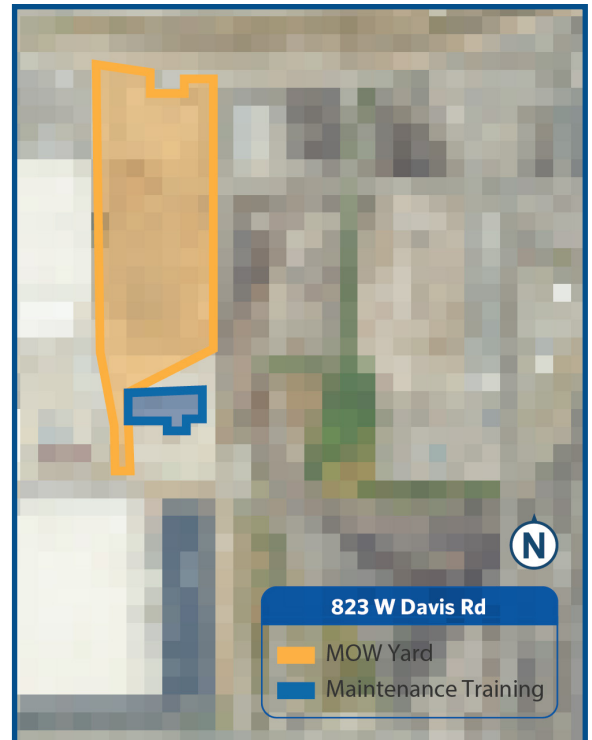
Maintenance of Way Training Facilities

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

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

GOALS

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



SCHEDULE

Construction	2025-2026
Opening	Fall 2026

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	TOTAL
MSP267 New Maintenance Training Facility	\$7.3M	-	-	\$7.3M
MSP271 Maintenance of Way Department Training Yard	\$2.5M	-	-	\$2.5M



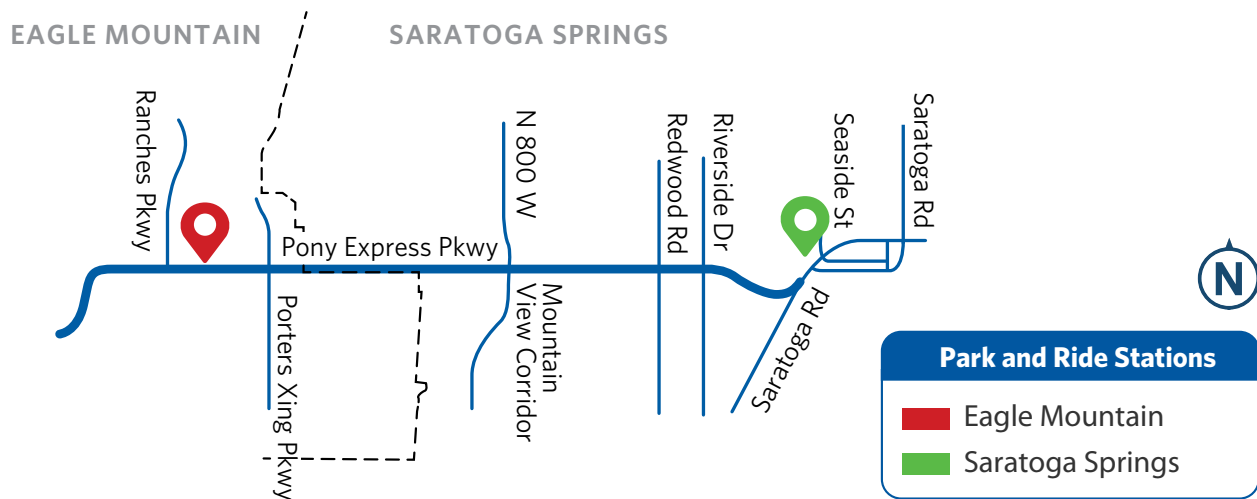
Utah County Park & Ride (Eagle Mountain and Saratoga Springs)

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

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

GOALS

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



SCHEDULE

Eagle Mountain Preliminary Design	Spring 2024-Spring 2025
Eagle Mountain Final Design	Spring 2025-Summer 2025
Eagle Mountain Construction	Fall 2025-Spring 2026
Saratoga Springs Final Design	Spring 2024-Early 2025
Saratoga Springs Construction	Spring 2025-Summer 2025

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	TOTAL
MSP286 Utah County Park & Ride Lots (x2)	\$3.2M	-	\$3.2M



TRAX Forward Program

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

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

GOALS

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



SCHEDULE

Varies by Project

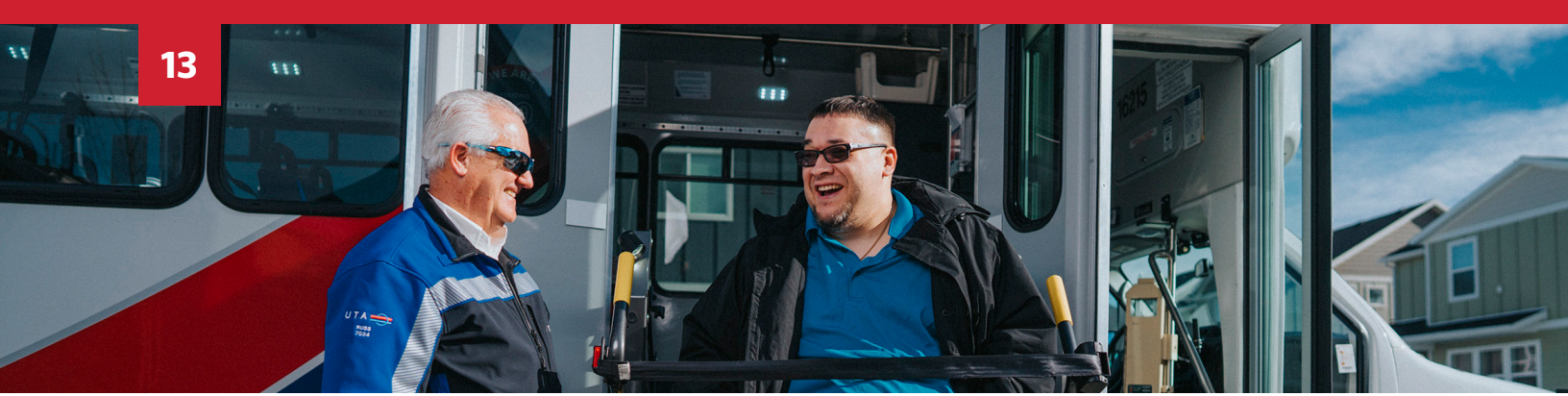
As Required

For more information on TRAX projects, visit rideuta.com/Current-Projects/TRAX-Forward

5-YEAR CAPITAL COST*

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
MSP320 TRAX Forward	\$100K	\$100K	\$100K	\$100K	\$100K	\$500K

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



Bus Procurement and Replacement Program

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

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

GOALS

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



Model 1 ABROC vehicle



New Gillig 40' Battery-Electric Bus

SCHEDULE

Paratransit Bus Replacement 2026
 Bus Procurement and Replacement On-going Initiative

5-YEAR CAPITAL COST

PROJECT	FY26	FY27	FY28	FY29	FY30	TOTAL
REV209 Paratransit Bus Replacement*	\$16.6M	\$9M	\$8.1M	-	-	\$33.8M
REV211 Revenue Bus Replacement*	\$16.6M	\$24.9M	\$13.9M	\$25.6M	\$22.9M	\$103.8M
REV243 - Low/No CNG Bus Procurement	\$1K	\$21.3M	-	-	-	\$21.3M

*Totals may not add up precisely due to rounding.



Light Rail Vehicle Replacement

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

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

GOALS

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



SCHEDULE

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

5-YEAR CAPITAL COST

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

FRUN



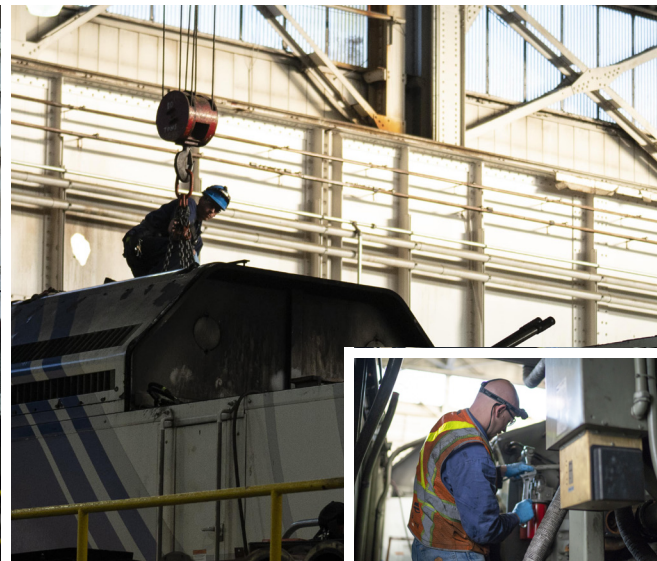
FrontRunner Vehicle Rehabilitation

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

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

GOALS

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



SCHEDULE

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



Project is managed by UDOT with support by UTA
frontrunner2x.utah.gov

5-YEAR CAPITAL COST

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



Fare System Replacement

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

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

GOALS

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



SCHEDULE

Replace all Ticket Vending Machines	August-November 2024 (Complete)
Replace the Validators on Buses and at Rail Stations	Fall 2024-July 2025
Replace the Multi-Platform Systems with one Integrated Fare Payment Platform	Fall 2024-December 2025
Complete all the System Integration Activities leading to Final System Acceptance	Early 2025-July 2025

5-YEAR CAPITAL COST

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

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Chapter 4

Five-Year Capital Plan Program Pages



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

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

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

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

SYCP PROGRAM PAGES BY CHIEF OFFICE



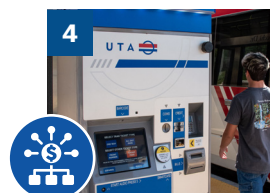
Capital Services



Enterprise Strategy



Executive Director (Safety)



Finance



Operations



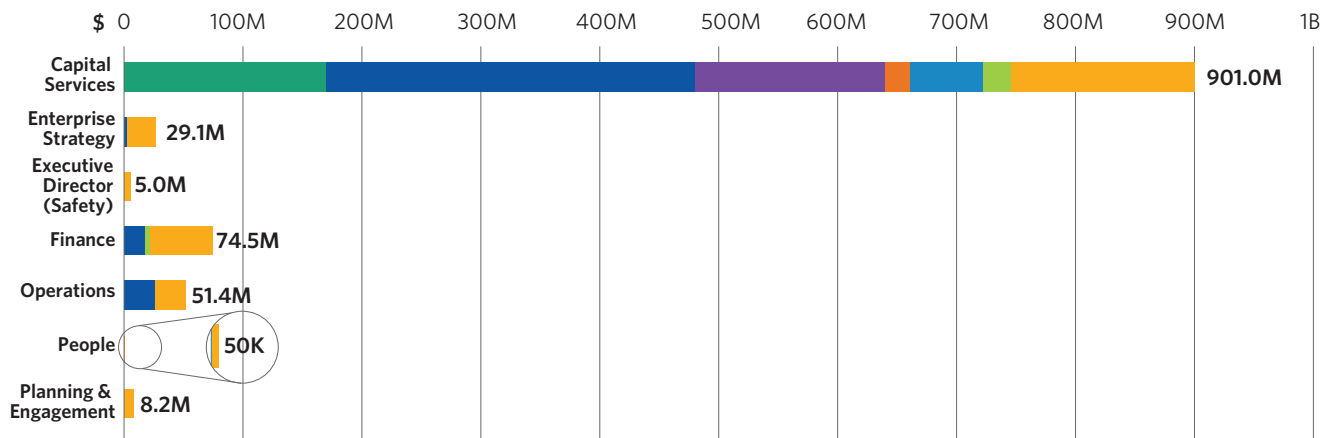
People



Planning & Engagement

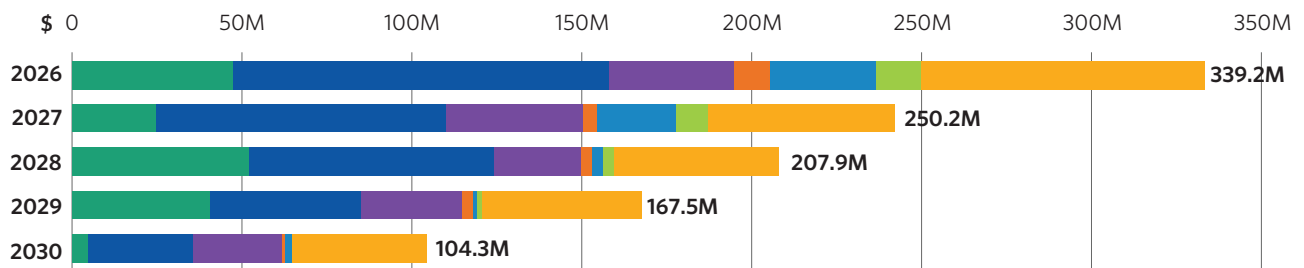
PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY PROGRAM CATEGORY

CHIEF OFFICE	Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	900,968,000	169,704,000	296,297,000	158,799,000	30,664,000	61,080,000	23,527,000	160,897,000
Enterprise Strategy	29,066,000	-	4,160,000	-	-	-	-	24,906,000
Executive Director (Safety)	5,012,000	-	-	-	-	-	-	5,012,000
Finance	74,488,000	-	18,174,000	-	-	-	3,826,000	52,488,000
Operations	51,382,000	-	25,631,000	-	-	-	-	25,751,000
People	50,000	-	-	-	-	-	-	50,000
Planning & Engagement	8,163,000	-	-	-	-	-	-	8,163,000
Grand Total	1,069,129,000	169,704,000	344,262,000	158,799,000	30,664,000	61,080,000	27,353,000	277,267,000



PROPOSED 5-YEAR CAPITAL PLAN SUMMARY BY YEAR

YEAR	Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
2026	339,213,000	47,285,000	111,703,000	36,714,000	14,622,000	31,050,000	13,478,000	84,361,000
2027	250,224,000	24,915,000	85,090,000	40,556,000	8,856,000	23,380,000	9,300,000	58,127,000
2028	207,932,000	52,117,000	72,102,000	25,528,000	3,093,000	3,525,000	3,033,000	48,534,000
2029	167,506,000	40,697,000	44,456,000	29,640,000	3,393,000	974,000	1,521,000	46,825,000
2030	104,254,000	4,690,000	30,911,000	26,361,000	700,000	2,151,000	21,000	39,420,000
Grand Total	1,069,129,000	169,704,000	344,262,000	158,799,000	30,664,000	61,080,000	27,353,000	277,267,000



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

2026

CHIEF OFFICE	2026 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	276,763,000	47,285,000	88,086,000	36,714,000	14,622,000	31,050,000	9,652,000	49,354,000
Enterprise Strategy	17,051,000	-	4,160,000	-	-	-	-	12,891,000
Executive Director (Safety)	1,485,000	-	-	-	-	-	-	1,485,000
Finance	32,646,000	-	16,589,000	-	-	-	3,826,000	12,231,000
Operations	8,974,000	-	2,868,000	-	-	-	-	6,106,000
People	50,000	-	-	-	-	-	-	50,000
Planning & Engagement	2,244,000	-	-	-	-	-	-	2,244,000
Grand Total	339,213,000	47,285,000	111,703,000	36,714,000	14,622,000	31,050,000	13,478,000	84,361,000

2027

CHIEF OFFICE	2027 Total Budget	Bonds	Awarded Grants	Lease	State	TTIF	Local Partner	UTA Local
Capital Services	219,471,000	24,915,000	78,076,000	40,556,000	8,856,000	23,380,000	9,300,000	34,388,000
Enterprise Strategy	2,555,000	-	-	-	-	-	-	2,555,000
Executive Director (Safety)	843,000	-	-	-	-	-	-	843,000
Finance	10,518,000	-	395,000	-	-	-	-	10,123,000
Operations	15,328,000	-	6,619,000	-	-	-	-	8,709,000
People	-	-	-	-	-	-	-	-
Planning & Engagement	1,509,000	-	-	-	-	-	-	1,509,000
Grand Total	250,224,000	24,915,000	85,090,000	40,556,000	8,856,000	23,380,000	9,300,000	58,127,000

2028

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

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

2029

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

2030

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

Capital Services

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

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

\$901M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Totals by Fiscal Year	276,763,000	219,471,000	180,425,000	142,615,000	81,694,000	900,968,000
FMA516 - Corridor Fencing	50,000	50,000	50,000	50,000	50,000	250,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	1,040,000	540,000	500,000	500,000	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	-	-	-	2,010,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	589,000	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
FMA700 - Elevator Replacements- Farmington Station	-	50,000	600,000	-	-	650,000
FMA701 - Escalators Replacement- North Temple Station	400,000	4,250,000	-	-	-	4,250,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
MSP132 - Internal Project Control System Tech Support	35,000	35,000	35,000	35,000	35,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	500,000	-	-	2,500,000
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	-	-	-	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	-	4,800,000

Capital Services (cont.)

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	21,618,000	4,860,000	1,415,000	94,000	32,987,000
MSP205- TIGER Program of Projects	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	70,000	70,000	-	-	1,640,000
MSP216 - Point of the Mountain Transit	231,000	200,000	200,000	200,000	2,102,000	2,933,000
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	511,000	10,000	10,000	10,000	1,052,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	6,856,000	8,156,000	2,693,000	2,693,000	-	20,398,000
MSP253 - MVX BRT	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP258 - Mt Ogden Administration Building	11,062,000	15,500,000	2,738,000	-	-	29,300,000
MSP259 - S-Line Extension	30,086,000	1,285,000	-	-	-	31,371,000
MSP260 - 5600 West Bus Route	3,200,000	17,000,000	1,500,000	-	-	21,700,000
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	1,662,000	688,000	688,000	688,000	688,000	4,414,000
MSP264 - FrontRunner South Extension	2,300,000	300,000	300,000	300,000	-	3,200,000
MSP265 - Program Management Support	4,000,000	3,730,000	3,730,000	3,730,000	3,730,000	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	7,250,000
MSP271 - Maintenance of Way Department Training Yard	2,500,000	-	-	-	-	1,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	-	-	-	-	3,200,000
MSP287 - UVX BRT 900 East Station	212,000	-	-	-	-	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	-	-	-	-	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	300,000	300,000	-	300,000	300,000	1,200,000
MSP320- TRAX Forward	100,000	100,000	100,000	100,000	100,000	500,000
MSP324 - Bus Stop Amenities	400,000	1,600,000	410,000	10,000	10,000	2,430,000
MSP325 - 200 South-Phase III-Transit Signal Priority	1,285,000	2,785,000	428,000	-	-	4,498,000
MSP326 - (Grant Dependent) Charger at Orange Street and Wasatch & 3900 S	-	-	-	11,000	87,000	98,000
MSP327 - (Grant Dependent) Charger at Farmington Station or Ogden Station	-	-	-	11,000	94,000	105,000

Capital Services (cont.)

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	9,000	100,000	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	2,000,000	2,000,000	2,500,000	2,000,000	10,500,000
REV209 - Paratransit Bus Replacement	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Revenue Bus Replacement	16,580,000	24,857,000	13,888,000	25,640,000	22,861,000	103,826,000
REV224 - Bus Overhaul	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
REV232 - Van Pool Van Replacements	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	18,830,000	68,153,000	40,697,000	4,690,000	186,692,000
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Non-Revenue Specialty Vehicle Replacement	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
REV243 - Low/No CNG Bus Procurement	1,000	21,309,000	-	-	-	21,310,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	1,000	3,406,000	-	3,407,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,050,000	1,200,000	1,050,000	-	-	3,300,000
SGR040 - Light Rail Vehicle Overhaul Program	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - Light Rail Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Locomotive Engine Overhaul	2,800,000	-	-	-	-	2,800,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	460,000	500,000	520,000	540,000	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	2,250,000	3,250,000	5,100,000	1,250,000	18,100,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab	3,000,000	8,500,000	20,000,000	15,000,000	15,000,000	61,500,000
SGR393 - Grade Crossing Replacement Program	2,000,000	2,500,000	2,500,000	2,500,000	2,500,000	12,000,000
SGR397 - Traction Power Substation Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - Overhead Catenary System Rehab and Replacement	4,462,000	2,000,000	3,625,000	5,000,000	2,500,000	17,587,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,500,000	6,500,000	6,500,000	6,500,000	6,000,000	32,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	5,600,000	6,700,000	6,900,000	3,300,000	25,000,000
SGR407 - Bus Stop Enhancements for ADA-compliance	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - UTA End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000
SGR409 - UTA Operator Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Wayside Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	1,900,000	-	-	-	-	1,900,000
SGR413 - Traction Power Substation Building Rehab	100,000	1,000,000	-	-	-	1,100,000
SGR414 - Rail Grinding	-	1,300,000	2,600,000	1,300,000	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	130,000

Enterprise Strategy

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

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

\$29M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	17,051,000	2,555,000	3,435,000	2,875,000	3,150,000	29,066,000
ICI001 - Passenger Station Information Sign Replacement	1,350,000	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	50,000	50,000	-	-	150,000
ICI179- Network Infrastructure Equipment & Software	1,200,000	800,000	500,000	500,000	500,000	3,500,000
ICI186 - In-House Application Development	150,000	150,000	150,000	150,000	150,000	750,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	475,000	150,000	260,000	495,000	550,000	1,930,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	300,000	1,600,000	880,000	1,100,000	4,380,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	-	-	-	-	750,000
ICI224 - JDE 9.2 Applications Upgrade Unx	-	-	-	-	-	-
ICI226 - Radio Communication System	5,200,000	-	-	-	-	4,000,000
ICI230 - EAM/WM/RISC (Trapeze)	5,356,000	180,000	-	-	-	5,536,000
ICI232 - Trapeze PassWeb for Special Services	145,000	100,000	-	-	-	245,000
ICI233 - Technology Systems- State of Good Repair	175,000	125,000	175,000	150,000	150,000	775,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	700,000	700,000	700,000	700,000	3,500,000

Executive Director (Safety)

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

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

\$5.0M



5-YEAR CAPITAL COST

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

Finance

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

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

\$74.5M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	32,646,000	10,518,000	10,445,000	10,484,000	10,395,000	74,488,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	322,000	332,000	342,000	352,000	370,000	1,718,000
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	123,000	40,000	69,000	25,000	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	-	-	-	10,209,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	-	252,000
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022 UT-2023-027	100,000	-	-	-	-	100,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-026	275,000	-	-	-	-	275,000
MSP278 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2022 UT-2023-024	175,000	-	-	-	-	175,000
MSP279 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2021 UT-2023-013	20,000	-	-	-	-	20,000
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021 UT-2023-014	105,000	-	-	-	-	105,000
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	5,000	-	-	-	-	5,000
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	15,000	-	-	-	-	15,000
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-004	900,000	-	-	-	-	900,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-018	320,000	-	-	-	-	320,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	450,000	-	-	-	-	450,000

Finance (cont.)

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	1,303,000	-	-	-	-	1,303,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	-	-	-	-	3,360,000
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	3,262,000	-	-	-	-	3,262,000
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	1,054,000	-	-	-	-	1,054,000
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	643,000	-	-	-	-	643,000
MSP321 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-011-01 SL/WV	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000

Operations

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

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

\$51.4M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	8,974,000	15,328,000	11,200,000	9,080,000	6,800,000	51,382,000
FMA543 - Police Vehicle Replacement/Expansion	1,138,000	1,172,000	725,000	730,000	1,000,000	4,765,000
FMA652 - Facilities Equipment Replacement	2,000,000	2,000,000	2,000,000	800,000	800,000	7,600,000
FMA653 - Facilities Rehab/Replacement	1,253,000	890,000	1,025,000	720,000	670,000	4,558,000
FMA672 - Park & Ride Rehab/Replacement	480,000	480,000	480,000	480,000	480,000	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	495,000	500,000	300,000	500,000	2,355,000
FMA684 - Police Equipment	275,000	275,000	475,000	350,000	350,000	1,725,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	233,000	1,977,000	-	-	-	2,210,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-
FMA703 - Police Records Management System/ Computer Aided Dispatch System Replacement	5,000	2,100,000	-	-	-	2,105,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	939,000	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	1,600,000	600,000	-	-	-	2,200,000
SGR416 - Light Rail Vehicle Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	1,280,000	1,550,000	145,000	-	-	2,975,000

People

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

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

\$50K



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	50,000	-	-	-	-	50,000
FMA705 - HEP Training Engine Power Bank for Maintenance Training	50,000	-	-	-	-	50,000
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-

Planning & Engagement

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

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

\$8.2M



5-YEAR CAPITAL COST

PROJECTS	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
	2,244,000	1,509,000	1,520,000	1,445,000	1,445,000	8,163,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	445,000	445,000	445,000	445,000	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000
MSP294 - Planning Studies	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - 2026 Microtransit Vehicle Upfitting	300,000	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-

Chapter 5

Next Steps



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



UTA/UDOT COORDINATION

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

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



FrontRunner 2X

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



Point of the Mountain Improvements

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



S-Line Extension

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



Midvalley Connector (Midvalley Express, MVX BRT)

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



FrontRunner South Extension

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



Sharp/Tintic Rail Corridor Connection

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



TRAX Orange Line Implementation and Red Line Realignment

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



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

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

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

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

For more information, visit:

https://wfr.org/wp-content/uploads/2025/01/SB-174-2025-Transit-and-Transportation-Governance-Amendments-Summary_UTA-Final-2.pdf

CONCLUSION

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

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



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

Chapter 6

Project Overview

UTA is investing in capital projects that advance its mission and long-term vision for transit in the region. The table that follows details each project's name, description, and total five-year budget, organized by chief office to show how investments are distributed across the agency's core functions.



PROJECT KEY:

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

- **FMA Projects:** Facilities, public safety, and security projects
- **ICI Projects:** Information Technology projects
- **MSP Projects:** General capital projects
- **REV Projects:** Vehicles purchases or repairs
- **SGR Projects:** State of Good Repair projects. Projects used for major rehabilitation or replacements of existing assets.

CAPITAL PROJECT NAME AND DESCRIPTION

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
Capital Services		
FMA516 - Corridor Fencing	Quick reaction fencing construction and repair. These fences typically replace fencing that was damaged during accidents. Or they are new fences installed as a response to shifting safety or security threats.	250,000
FMA679 - Building Remodels/Reconfigurations	Remodels and Reconfigurations for spaces within UTA to better serve employees and accomplish the UTA mission.	3,770,000
FMA680 - Suicide Prevention Research Project	A federal grant that funds a study of UTA's new radar and AI assisted surveilLane systems. These systems are designed to detect trespassers with enough warning to allow UTA controllers to stop trains before they impact the trespasser. Controllers may then dispatch police to clear the railway and assist the would-be victim.	-
FMA687 - Layton Station Improvements	The project improves station access by optimizing bus routing and traffic patterns. The new layout allows for more efficient bus movements to and from the station.	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	Building demolition and parking lot creation for UTA's downtown Headquarters building.	375,000
FMA690 - Facility Program Development & Design	Supports the development of Facility Strategic Plan, as-built, and concepts for facility design projects	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	This project is being used to add battery electric bus charging capabilities to the Meadowbrook bus depot.	2,336,000
FMA694 - Electric Bus Chargers	This is a project for miscellaneous bus charger installation/work. An example is this year it is being used for training.	20,000
FMA695 - Facility Program	Project to further development on UTA Strategic Facility Master Plan initiatives.	-
FMA696 - Ogden Fueling System Replacement	Replace the aging underground diesel and unleaded tanks at the Mt. Ogden Bus facility with above ground tanks.	2,010,000



PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	Fire Alarm update within UTA facilities per Facility Strategic Plan	1,199,000
FMA698 - Midvale RSC Operations work space and amenity remodel	Renovation of Midvale work and support spaces to better meet current needs and future growth.	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	Electrical Systems Remediation within UTA facilities per Facility Strategic Plan	9,024,000
FMA700 - Elevator Replacements-Farmington Station	Replace four elevators at Farmington Station that are near the end of their useful life.	650,000
FMA701 - Escalators Replacement-North Temple Station	Replace the two escalators at the North Temple station that are deteriorating and becoming unreliable.	4,650,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	Replace the aging underground lines to the above ground petroleum storage tanks at the UTA Riverside facility.	320,000
MSP132 - Internal Project Control System Tech Support	Supports the ongoing maintenance for the Internal Project Control System web application.	175,000
MSP140 - Box Elder County Corridor Preservation	Corridor Preservation between Ogden and Brigham City is a Phase 1 project in the Regional Transportation Plan. UTA has been working with willing sellers in Box Elder County to preserve a future transit corridor. There are funds remaining from the 2nd quarter sales tax, which were previously dedicated to this project.	2,500,000
MSP156 - Prop 1 Davis County Bus Stop Improvements Bus Stop Improvements	Bus stop improvements along Main St. between Farmington and Bountiful to meet ADA requirements and provide shelter from the weather.	100,000
MSP185 - OGX BRT	Bus Rapid Transit Route (BRT) from Ogden Central Fronrunner Station through Weber State University to MacKay Dee Hospital. Includes 1.5 miles of exclusive bus lanes, a new maintenance bay expansion and depot chargers for 14 new electric buses	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	Upgrade grade crossings with advance pre-emption time to better coordinate with traffic signals. Also includes the addition of queue cutters in some locations.	1,500,000
MSP193 - Weber County Corridor Preservation	Corridor Preservation between Ogden and Brigham City is a Phase 1 project in the Regional Transportation Plan. UTA received a \$1.5 million grant from Weber County to acquire property. Additional funds will be pursued from UDOT's Corridor Preservation Program.	4,800,000
MSP202 - (Grant Dependent) Davis-SLC Community Connector	26.5-mile, 39-station (76 total platforms), corridor-based bus rapid transit line between Farmington and Research Park at the University of Utah.	32,987,000
MSP205 - TIGER Program of Projects	Federal grant that was awarded to complete a number of first/last mile projects along the Wasatch Front. All projects have been completed and contracts have been closed out.	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	Bus stop improvements along the 3300/3500 South corridor for ADA-compliance. Additional funding was received and utilized on the optimization of traffic signal priority for transit services.	-
MSP208 - Clearfield FrontRunner Station Trail	UTA is constructing a paved multi-use trail connecting the UTA Clearfield FrontRunner station to the Rio Grande Rail Trail and the Freeport Center. UTA has included 8' black-vinyl coated fencing along the rail side of the trail limiting access to the rail.	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	UTA is working with UDOT to connect the Sharp and Tintic Rail Corridors. This will improve the safety of existing freight operations and connect the portions of the corridors UTA owns, allowing for FrontRunner to be extended to Payson in the future.	1,640,000
MSP216 - Point of the Mountain Transit	Environmental clearance and conceptual engineering support for LRT service between Draper and Lehi. Improvements are within the UTA Historic Rail Corridor, service is provided to the former prison site, and the project includes multiple connections to FrontRunner.	2,933,000
MSP224- Utah County ADA Bus Stop Improvements	Improvements to bus stops in Utah County. This project is closing out.	-

Project Overview (cont.)

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
MSP229 - Salt Lake County Bus Stop Improvements/Construction	This project and the funding associated with it is to amenitize the bus stops improved by Salt Lake City throughout Salt Lake County (shelters, railing, signs, benches, trash cans etc.)	1,052,000
MSP248 - Planning & Environmental Analysis	NEPA/environmental clearance planning projects and environmental compliance projects as needed.	1,500,000
MSP252 - FrontRunner 2X	FrontRunner double tracking to increase peak hour service frequency.	20,398,000
MSP253 - MVX BRT	Bus Rapid Transit (BRT) from Murray Central Frontrunner/Light Rail Station to West Valley Central Light Rail Station. Includes 1.7 miles of exclusive bus lanes, a new bus hub at Salt Lake Community College, and connections to local trails.	35,396,000
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	Implement the new TRAX Orange Line from Research Park at the University of Utah, along new track downtown, to the Salt Lake Airport. Realign the TRAX Red Line to the Ballpark Spur and 400 West. UDOT is the primary contracting entity, the UTA budget is intended to capture UTA expenditures.	500,000
MSP258 - Mt Ogden Administration Building	Build a new administration building at the Mt. Ogden Bus facility to replace an older undersized existing building.	29,300,000
MSP259 - S-Line Extension	UTA, in partnership with Salt Lake City, is extending the S-Line streetcar from the eastern end of line at McClelland St. to the east of Highland Dr. and construct a new end-of-line station. Aimed at supporting economic growth, reducing vehicle traffic, and enhancing connectivity to Sugar House, final design of the extension is ongoing and expected to be completed in Fall of 2025, with construction planned from early 2026 through Spring of 2027.	31,371,000
MSP260 - 5600 West Bus Route	UTA, in partnership with UDOT, is planning an expansion of bus service on the west side of Salt Lake County, covering the cities of Salt Lake, West Valley, West Jordan, and Kearns. The state population is projected to double by 2050, with current and future growth occurring on the west side of the county. This project is the transit alternative for UDOT's Mountain View Corridor project and has been identified in the UTA Five-Year Service Plan to address the future growth of west Salt Lake County.	21,700,000
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	Redevelopment of the Salt Lake Central Station into a mixed-use office and commercial center that would also serve as a new agency headquarters.	760,000
MSP263 - Transit Oriented Development Working Capital	Project supports UTA's efforts related to its Transit Oriented Development initiatives.	4,414,000
MSP264 - FrontRunner South Extension	The extension of FrontRunner to Payson was identified as the preferred transit alternative in the South Valley Transit Study completed in 2022. This phase of the project includes environmental review and preliminary design. Currently, there is no funding or timeline for final design.	3,200,000
MSP265 - Program Management Support	Supports the general administration of UTA's capital program. This includes items such as procedure development, general program tool development, general program support, or wages for employees dedicated to UTA's capital program.	18,920,000
MSP267 - New Maintenance Training Facility	Remodel an existing building to be used by the UTA training department for vehicle maintenance and maintenance of way training.	7,250,000
MSP271 - Maintenance of Way Department Training Yard	Developed a fully functional maintenance of way training yard at the Transit Technical Education Center, featuring several hundred feet of inactive track, a signal house with classroom space, an active grade crossing, a simulated back office, and a double crossover interlocking to support hands-on training for UTA Maintainers.	2,500,000
MSP272 - TRAX Operational Simulator	Implemented two light rail vehicle simulators at the Jordan River Service Center, featuring real vehicle controls and an instructor station to evaluate trainees, enabling operators to train across multiple simulated scenarios.	-
MSP275 - Station Area Planning	UTA is a required stakeholder in HB 462's station area planning efforts. All cities with fixed-guideway transit stations are required to create station area plans that increase the availability and affordability of housing, promote sustainable environmental conditions, enhance access to opportunities and increase transportation choices and connections. UTA's funding goes to support the cities in creating these station area plans which support transit ridership and increased revenue generation through development projects.	675,000

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
MSP286 - Utah County Park & Ride Lots (x2) (x2)	<p>This project is to construct the infrastructure needed in Eagle Mountain (EM) City and Saratoga Springs (SS) City for the NEW bus service associated with Bus Route 860. Each location will have the following:</p> <ol style="list-style-type: none"> 1) Park & Ride Lot with an access road (buses will not access the lot); 2) Two (2) bus stops (northbound and southbound); the southbound stop will have a shelter, for protection from the elements; 3) EM will have a signalized pedestrian crossing using a HAWK signal; 4) SS will have a fully signalized intersection at Pony Express Parkway and Seaside street; 5) Each site will allow and restore access to the multi-use trail paths; 6) UTA Monument Signs (with lighting); 7) Landscaping (with irrigation & lighting); and 8) SS will have a detention pond 	3,200,000
MSP287 - UVX BRT 900 East Station	Construction of 2 new platforms for the UVX BRT route at the newly built BYU Music Building at 900 East 1100 North.	212,000
MSP288 - Sustainability Project Pool	Implementation of Sustainability Plan projects, including LED installations, Warm Springs efficiency improvements, smart water meters.	500,000
MSP293 - FrontRunner Shepard Lane Betterment	Betterment to UDOT's Shepard Lane project to allow for future double track.	-
MSP300 - New TRAX platform in South Jordan	Construct a new light rail platform at approximately 110000 South in South Jordan.	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	Federally funded project to construct and improve up to 150 bus stops to meet ADA-compliance throughout the UTA service area; this includes amenities (as warranted and based on ridership data).	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	FrontRunner The Point Station and additional double tracking to serve that station.	1,200,000
MSP320 - TRAX Forward	Project to further scope development and identification of needs for projects needed to support the 2034 Olympics.	500,000
MSP324 - Bus Stop Amenities	This project uses UTA funding to provide the warranted amenities determined by ridership data for bus stops improved and updated (by SGR407, Local Governments, UDOT, etc.) to meet UTA and ADA-compliance requirements.	2,430,000
MSP325 - 200 South-Phase III- Transit Signal Priority	Partnership with Salt Lake City utilizing a community project funding (CPF) grant to study and install transit signal priority and possibly other systems to improve transit movement along 200 South between 400 W and 1300 E.	4,498,000
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900 S	Pending grants, this would install new chargers for the battery electric bus fleet	98,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	Pending grants, this would install new chargers for the battery electric bus fleet	105,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	Pending grants, this would install new chargers for the battery electric bus fleet	109,000
REV205 - Replacement Non-Revenue Support Vehicles	The Replacement Non-Revenue Support Vehicles program focuses on upgrading aging maintenance and service fleet vehicles to ensure reliable support for transit operations. This initiative improves efficiency, reduces maintenance costs, and enhances safety by replacing outdated equipment with modern, more sustainable vehicles.	10,500,000
REV209 - Paratransit Bus Replacement	The Paratransit Vehicle Replacement program involves renewing the aging paratransit fleet to maintain safe, reliable, and accessible transportation for riders with disabilities and mobility challenges. This project is replacing high floor buses with low floor vehicles for easier accessibility.	33,776,000
REV211 - Revenue Bus Replacement	The Revenue Bus Replacement project focuses on replacing aging buses to maintain a safe, reliable, and efficient transit fleet. This initiative supports service continuity, reduces maintenance costs, and incorporates modern technology and accessibility features.	103,826,000
REV224 - Bus Overhaul	The Bus Overhaul program targets the replacement of engines and transmissions to extend the service life of the fleet to a 16-year useful life. This effort improves reliability, lowers long-term maintenance costs, and maximizes the return on investment for each vehicle.	10,000,000
REV232 - Van Pool Vehicle Replacements	The Vanpool Replacement program involves updating the existing vanpool fleet with newer vehicles to ensure safe, reliable, and comfortable commuter transportation. This effort enhances rider experience, reduces maintenance costs, and supports the sustainability of the vanpool program.	8,000,000
REV236 - Volkswagen Settlement Battery Buses	Remodel and existing building to be used by the UTA training department for vehicle maintenance and maintenance of way training.	-

Project Overview (cont.)

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
REV238 - SD100/SD160 Light Rail Vehicle Replacement	The Light Rail Vehicle Replacement project replaces 40 aging vehicles with new Stadler light rail vehicles to enhance system reliability, performance, and passenger comfort. This upgrade modernizes the fleet, reduces maintenance needs, and once in service, provide 100% level boarding in our Trax service.	186,692,000
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	Replacement of support equipment such as trailers, ATV, or other ancillary assets.	550,000
REV242 - Non-Revenue Specialty Vehicle Replacement	Replacement of heavy-duty vehicles customized with service bodies or specialized equipment to meet specific operational needs.	4,500,000
REV243 - Low/No CNG Bus Procurement	The CNG Bus Acquisition project involves purchasing 23 compressed natural gas (CNG) buses using the FTA Low/No Emission grant. This initiative modernizes the fleet with cleaner, more sustainable vehicles, reduces emissions, and supports the agency's environmental and efficiency goals.	21,310,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	If approved, the Clean Diesel Bus Purchase - 2025 5339b Grant project will acquire new clean diesel buses contingent on grant funding. This initiative aims to modernize the fleet, improve reliability, and reduce emissions in alignment with federal sustainability programs.	3,407,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	If approved, the CNG Bus Purchase - 2025 5339b Grant project will acquire new CNG buses contingent on grant funding. This initiative aims to modernize the fleet, improve reliability, and reduce emissions in alignment with federal sustainability programs.	3,300,000
SGR040 - Light Rail Vehicle Overhaul Program	The Light Rail Vehicle Overhaul Program focuses on refurbishing and upgrading existing light rail vehicles to extend their service life and maintain operational reliability. This initiative enhances performance, reduces long-term maintenance costs, and ensures the fleet continues to meet service and safety standards.	31,881,000
SGR047 - Light Rail Stray Current Control	Implemented a countywide stray current monitoring and mitigation program for UTA light rail, installing dozens of data collection systems to detect where electrical current from the rail's power system could leak into the ground and cause corrosion of nearby utility lines, with measures in place to prevent long-term infrastructure damage.	2,500,000
SGR353 - Locomotive Engine Overhaul	The Locomotive Engine Overhaul Project involves refurbishing and replacing key engine components to extend the service life and improve the reliability of the commuter rail locomotives mandated by the FRA. This effort enhances performance, reduces downtime, lowers long-term maintenance costs, and improved emissions.	2,800,000
SGR359 - Bridge Rehabilitation & Maintenance	FRA guidelines require yearly inspections of all bridge structures. UTA contracts with a consultant to provide the necessary inspections and subsequent reports. If minor maintenance items are identified, then this project can make the minor repairs.	2,460,000
SGR370 - Red Signal Enforcement	Canceled	-
SGR385 - Rail Replacement Program	Relaces worn track components based on the Transit Asset Management plan. these include switches, turnouts, curve and tangent rail. Insulated Joints. emergency work and anything on the track that is not a grade crossing	18,100,000
SGR390 - Jordan River #2 Remodel	Remodel an existing building to be used by the UTA maintenance of way group as office, meeting, training, storage, and workshop space.	50,000
SGR391 - Commuter Rail Vehicle Rehab	Commuter Rail Overhaul Program is aimed at refurbishing and overhauling the existing fleet of commuter rail vehicles to ensure optimal performance, reliability, passenger safety, and comfort. The overhaul process includes several key systems, such as HVAC, Doors, Engine, Couplers, passenger seats, Car body, and Trucks etc.	61,500,000
SGR393 - Grade Crossing Replacement Program	Project focuses on rail to road interface aka the at grade crossing. it makes the road smoother for passengers and the driving public. it also follows useful life replacement practices	12,000,000
SGR397 - Traction Power Substation Component Replacement	This budget will be used to order spare parts that were not included in the substation Rehab Contract.	1,000,000
SGR398 - Overhead Catenary System Rehab and Replacement	This project is being used to complete work on the OCS Wire/ associated components. The coming years will include a condition assessment, rehabilitation, and other smaller projects.	17,587,000
SGR401 - Ballast and Tie replacement	This is to maintain the Garfield line that Utah Railway and Savage uses as part of our agreement with the Mid-Jordan Line. it replaces worn ties, ballast and rail to keep freight trains running	1,500,000
SGR403 - Train Control Rehab & Replacement	Replacement and rehabilitation of train control equipment across UTA's light rail and commuter rail systems, addressing equipment obsolescence and supporting modernization. Upgrades included signals, wayside processors, control systems, grade crossing equipment, SCADA, back-office systems, and traffic interfaces.	32,000,000

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	Replacement and modernization of rail switch machines and interlocking systems across UTA's light rail and commuter rail network, enhancing reliability, safety, and system performance while addressing equipment obsolescence and modernization.	25,000,000
SGR407 - Bus Stop Enhancements for ADA-compliance	Per the UTA Bus Stop Management Plan (BSMP) UTA has established guidelines for bus stop designs varying from a Level 1 8'x8' concrete pad up to a Level VI 40' x 15' concrete pad. Bus Stop Levels I-VI are in the BSMP Appendix VI - Bus Stops Design by Level. Right-of-way services and acquisition maybe required to design bus stops. Fiber for digital real-time signage is optional and maybe added depending on location.	10,705,000
SGR408 - UTA End of Line (EOL) Enhancements	This Includes bus sawtooths, bus circulation area, operator restrooms, wayfinding, bike parking, benches, bus shelters, utility, and site civil work including access. Bus charging and dedicated via rideshare parking is optional and maybe added depending on location. Follow the most recent UTA Design Criteria for all civil elements.	4,435,000
SGR409 - UTA Operator Restrooms	UTA Operator Restrooms are being constructed at UTA hubs, Stations, or EOL facilities. These restrooms are structural buildings that are on a concrete foundation with 2 restrooms, a break room, and a mechanical room. Utilities needed are electrical (PCC Box), fiber (badge reader access), sewer, and water.	9,901,000
SGR410 - Wayside Fiber Rehab/Replacement	Replace and upgrade UTA's wayside fiber network along the TRAX and FrontRunner corridors, including new fiber cable and network switches, improving system reliability and capacity while futureproofing communications for expanding rail operations.	3,452,000
SGR411 - Farmington Station Ped Bridge Repairs	An independent inspection of the Farmington Ped Bridge identified multiple corrosion problems on the stairs and bridge deck. This project will create a scope of work, structural details, and other items needed to advertise/award to a contractor to make the necessary fixes.	-
SGR412 - Power Control Cabinet Replacement Project	Upgraded and replaced 26 Power Control Cabinets at TRAX light rail station platforms, modernizing communication and power components while expanding cabinet capacity to meet current demands and future system needs.	1,900,000
SGR413 - Traction Power Substation Building Rehab	This Project will be used to replace key components associated with the buildings of the TPSS (fire alarm systems, roof rehab, and HVAC systems).	1,100,000
SGR414 - Rail Grinding	Reconditioning the head of the rail in portions of the right of way. To improve ride quality and wheel rail interface.	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	Development of the scope for the rail grinding in preparation for SGR414.	130,000
Enterprise Strategy		
ICI001 - Passenger Station Information Sign Replacement	Replace all Hanover passenger information signs on all rail platforms with new Sunrise signs. Also purchasing new sign management software which will support new signs.	1,350,000
ICI146 - FrontRunner WiFi Enhancements	Supports UTA's Wi-Fi network on the FrontRunner System. Project supports hardware replacements along the FrontRunner corridor.	-
ICI173 - JDE System Enhancements	Supports necessary upgrades and application development for UTA's JD Edwards Oracle ERP system.	150,000
ICI179 - Network Infrastructure Equipment & Software	This project replaces aging network equipment and software across our facilities and rail platforms to maintain reliable, secure, and high-performance connectivity. It also includes strategic expansion to support modern security standards, increased bandwidth demands, and integration with hybrid infrastructure environments. These upgrades are part of the state-of-good repair process and represent lifecycle replacements aligned with the 10-year IT strategy.	3,500,000
ICI186 - In-House Application Development	Enhancement and Changes to UTA Applications. Application Audits and Information Security Assessments as needed.	750,000
ICI197 - SGR for Bus Communications On-Board Technology	State of good repair for on-bus technology, and the support of those technologies, parts and tools required to do so.	-
ICI198 - Information and Cybersecurity Program	Hardware, software, and services necessary for the protection of UTA's systems and networks aligned with NIST CSF, PCI DSS, and CJIS security requirements.	1,930,000
ICI199 - Rail Communication Onboard Tech	Supports the hardware replacement and maintenance for radio equipment on UTA's Light Rail and Commuter Rail vehicles (TRAX and FrontRunner).	-
ICI201 - Server, Storage Infrastructure Equipment & Software	This project replaces aging core server and data storage systems to maintain operational integrity and includes strategic expansion to support future workload growth, security standards, and integration with hybrid infrastructure environments. These upgrades are part of the state-of-good repair process and represent lifecycle replacements aligned with the 10-year IT strategy, ensuring our infrastructure remains secure, efficient, and compliant.	4,380,000
ICI202 - Radio Communication Infrastructure	Supports ongoing replacement for UTA's radio equipment hardware throughout the service area.	-

Project Overview (cont.)

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
ICI214 - Rail Car Automatic Passenger Counter Replacement	Replace INIT Automatic Passenger Counting system with Urban Transportation's system which is currently operating on our Buses.	1,750,000
ICI224 - JDE 9.2 Applications Upgrade Unx	Project is complete. Will close out next year. Supported UTA's last platform upgrade to the 9.2 JD Edwards ERP system.	-
ICI226 - Radio Communication System	Project is for the replacement of UTA's current radio system.	5,200,000
ICI230 - EAM/WM/RISC (Trapeze)	EAM (Enterprise Asset Management) supports the maintenance and lifecycle management of all vehicles and assets. WM (Workforce Management) Operations bidding, dispatching, scheduling, and timekeeping software. RISC (Risk, Incident, Safety, and Compliance) one location to manage safety inspections, incident reporting, and compliance tracking.	5,536,000
ICI232 - Trapeze PassWeb for Special Services	Trapeze product that will allow Paratransit customers and their representatives to book trips online. This is currently a manual process.	245,000
ICI233 - Technology Systems- State of Good Repair	Supports ongoing maintenance and upkeep for UTA software.	775,000
ICI235 - ERP System Replacement Phase 2: Procurement	UTA's financial system is in need of replacement. Project will support that effort. The near-term efforts include scope development for this large replacement effort.	-
ICI236 - Electronic Communication System Rehab/Replacement	Onboard, platform, and radio communication system rehab/replacement for bus and rail.	3,500,000
Executive Director (Safety)		
FMA604 - Safety General Projects	Safety & Security needs immediate monetary access to address unplanned and unforeseen safety and security infrastructure maintenance, events, accidents, regulatory changes and hazards.	600,000
FMA645 - Security Camera Sustainability	This project encompasses all hardware needs, including new installations, replacements, and repairs, as well as server enhancements and upgrades to the entire camera system.	3,031,000
FMA658 - Bus Replacement Camera System	This project encompasses all hardware needs, including new installation or upgrades for all new buses.	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	Arc flash hazard analysis of UTA electrical systems to determine the proper arc flash PPE for maintenance employees engaged in electrical work.	661,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	This project encompasses all hardware needs, including new installation or upgrades for all Trax and Commuter Rail train cars.	100,000
Finance		
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	Project that supports the administration of the 5310 program at UTA. Primarily staff salary costs.	1,718,000
FMA686 - Warehouse Equipment Rehab and Replacement	Replacement and rehabilitation of warehouse equipment improves inventory accuracy and accessibility, ensuring parts are available when needed, reducing delays, downtime, and improving repair efficiency.	322,000
ICI213 - eVoucher Phase 2	This will be completed by the end of 2025. We should not need any additional funds for 2026 and beyond.	-
ICI222 - Fares Systems Replacement Program	UTA Fares Systems Replacement Program aims to simplify payment for all riders by updating existing hardware and software used to validate transit fares.	10,209,000
ICI234 - Coordinated Mobility IT Support	This is ongoing funding from the Utah Legislature. The amount is \$63k per year.	252,000
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310	Project is complete. Will be removed next year.	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022 UT-2023-027	2022 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Salt Lake/West Valley area of Utah.	100,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-026	2022 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Ogden/Layton area of Utah.	275,000
MSP278 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2022 UT-2023-024	2022 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Provo/Orem area of Utah.	175,000
MSP279 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2021 UT-2023-013	2021 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Ogden/Layton area of Utah.	20,000

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021 UT-2023-014	2021 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Salt Lake/West Valley area of Utah.	105,000
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	2021 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Provo/Orem area of Utah.	5,000
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	Project is complete. Will be removed next year.	15,000
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-004	2024 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Ogden/Layton area of Utah.	900,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-018	2023 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Ogden/Layton area of Utah.	320,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	2023 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Provo/Orem area of Utah.	450,000
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	2023 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Salt Lake area of Utah.	1,303,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	2026 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Salt Lake, Provo/Orem, Ogden/Layton areas of Utah.	3,360,000
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	2025 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Salt Lake, Provo/Orem, Ogden/Layton areas of Utah.	3,262,000
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	2024 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Salt Lake area of Utah.	1,054,000
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	2024 Federal Formula funds for the FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program. The Coordinated Mobility Department will pass these funds through to qualified subrecipients in the Provo/Orem area of Utah.	643,000
MSP321 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-011-01 SL/WV	Project is complete. Will be removed next year.	-
MSP999 - Capital Contingency	Capital Contingency amount to support the delivery of UTA's capital projects as needed.	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	HB322 was passed during the 2022 legislative session. It is an agreement between UDOT and UTA, where UTA pays \$5,000,000 a year for 15 years to facilitate the purchase of zero or low emission rail engines and trainsets for regional public transit rail systems.	25,000,000
Operations		
FMA543 - Police Vehicle Replacement/Expansion	To replace older high mileage white fleet emergency vehicles with newer vehicles. We are targeting a 7-year/100,000 mile rotation for police fleet vehicles.	4,765,000
FMA652 - Facilities Equipment Replacement	Projects to replace aging equipment across all UTA Business Units according to State of Good Repair criteria .	7,600,000
FMA653 - Facilities Rehab/Replacement	Projects to repair/maintain UTA Facilities - Building envelope and all critical systems in accordance with condition and State of Good Repair Criteria.	4,558,000
FMA672 - Park & Ride Rehab/Replacement	Projects to repair/maintain UTA Park-n-Rides -Surface, markings, electrical systems, etc., in accordance with condition and State of Good Repair Criteria.	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	Projects to repair/maintain all stations and platforms - Platform, shelter, railing, amenities, lighting, snow melt systems, etc.	2,355,000
FMA684 - Police Equipment	State of Good Repair for higher costing police equipment. Equipment includes replacement of firearms, radios, ballistic vests, ballistic shields, drones, K-9's, ammunition, etc.	1,725,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	Procurement and installation of wheel truing machine to facilitate the rebuild of wheel truing machine at Midvale, and for preparation of new rail car delivery from Stadler.	2,210,000

Project Overview (cont.)

PROJECT CODE/PROJECT NAME	PROJECT DESCRIPTION	TOTAL 5 YEAR PLAN AMOUNT
FMA689 - New Bid Trailer for Meadowbrook Building 7	Project complete.	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	To align rest of bus maintenance fuel island facilities for consistency and be able to automate fuel quantities that are dispensed.	-
FMA703 - Police Records Management System/ Computer Aided Dispatch System Replacement	Replacement of police Records Management System (RMS) and Computer Aided Dispatch (CAD), and Mobile Phone application. RMS houses crime/accident reporting, persons database, citation management, etc. CAD covers call taking/dispatching, case generating, officer tracking, and call for service tracking.	2,105,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	Grind, strip the existing floor, repairing cracks and necessary fixes to extend the life of floor.	939,000
MSP210 - FrontRunner Bike Rack project	Project is canceled	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	Light Rail Vehicles #1122 & #1137 were involved in significant collisions and required repairs beyond what could be performed at UTA. These cars required shipment back to the manufacturer for structural repairs to be completed.	2,200,000
SGR416 - Light Rail Vehicle Collision Avoidance System	Technology to help prevent rail vehicle to rail vehicle collisions, rail vehicle to objects, and rail vehicle speed monitoring for civil speed compliance.	17,550,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	Light Rail Vehicle (LRV) 1168 was involved in a major accident resulting in substantial structural damage. This project is to assess the LRV and conduct structural repairs to restore LRV 1168 to original specifications to allow the vehicle to be placed back to revenue service.	2,975,000
People		
FMA705 - HEP Training Engine Power Bank for Maintenance Training	The HEP power bank stabilizes and conditions power from the generator and simulates passenger car loads, allowing safe, realistic HEP training without a full consist. It will be utilized on the HEP Training Engine at TTEC and in Commuter Rail apprenticeship training.	50,000
ICI228 - Human Resource Information System Implementation	Workday Human Resource software to replace current home-grown and multi-vendor systems (payroll, recruiting, etc.)	-
MSP310 - Bus Operations Training Simulator	Bus training simulator to be used to train and retrain students and operators who are having issues with right side clearance issues, accident recovery issues, winter time training during challenging weather conditions, scanning issues, and other identified issues. This will provide a safe environment without possible damage to any physical fleet vehicles.	-
MSP318 - Maintenance of Way Apprenticeship & Training	Procurement of tools to support training for new Maintenance of Way apprenticeship program.	-
Planning &Engagement		
MSP198 - Customer Experience and Wayfinding Plan	This project is focused on all of the customer facing amenities and signage in the system. The purpose is to make it easier, safer and more comfortable for customers to access and use the transit system.	3,000,000
MSP255 - Central Corridor	Future implementation, potentially phased, of the Preferred Alternative identified in the Central Corridor Study.	-
MSP268 - Optical Detection Next Steps	This project is ready for closeout. The final grant drawdown has been completed.	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	Transit Signal Priority (TSP) is a technology that improves bus speed and reliability on core routes by adjusting intersection signal timing to give buses an early or extended green light.	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	The Bus Speed & Reliability Program seeks to implement relatively low-cost, small-scale infrastructure improvements to improve bus travel times and reduce delay.	500,000
MSP294 - Planning Studies	Funds various studies and strategic planning projects in the Planning Department.	1,500,000
MSP314 - Capital and project development expenses for IMS services	Contracted service vehicle wraps and upfitting. Continuous improvement tests and studies.	-
MSP329 - (Grant Dependent) Bus scanning safety project	The focus of this project is to implement cameras that are able to scan bus upon entering and exiting the yard to determine if there has been any physical damage to the bus and batteries. The purpose is to prevent battery bus fires.	150,000
MSP330 - 2026 Microtransit Vehicle Upfitting	Contracted service vehicle wraps and upfitting. Continuous improvement tests and studies.	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	[Closing this out]	-

Appendix A

2026-2030 Five Year Capital Plan Summary



Appendix A is the 2026-2030 Five Year Capital Plan Summary presented as a single table that lists each project along with its annual budgets for 2026 through 2030 and the overall total.



2026-2030 Five Year Capital Plan

Sum of Total Budget- Rounded Office/Projects	Column Labels					
	2026	2027	2028	2029	2030	Grand Total
Capital Services	276,763,000	219,471,000	180,425,000	142,615,000	81,694,000	900,968,000
FMA516 - Corridor Fencing	50,000	50,000	50,000	50,000	50,000	250,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	1,040,000	540,000	500,000	500,000	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	-	-	-	2,010,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	589,000	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
FMA700 - Elevator Replacements- Farmington Station	-	50,000	600,000	-	-	650,000
FMA701 - Escalators Replacement- North Temple Station	400,000	4,250,000	-	-	-	4,650,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
MSP132 - Internal Project Control System Tech Support	35,000	35,000	35,000	35,000	35,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	500,000	-	-	2,500,000
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	-	-	-	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	-	4,800,000
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	21,618,000	4,860,000	1,415,000	94,000	32,987,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	70,000	70,000	-	-	1,640,000
MSP216 - Point of the Mountain Transit	231,000	200,000	200,000	200,000	2,102,000	2,933,000
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	511,000	10,000	10,000	10,000	1,052,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	6,856,000	8,156,000	2,693,000	2,693,000	-	20,398,000
MSP253 - MVX BRT	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	11,062,000	15,500,000	2,738,000	-	-	29,300,000
MSP259 - S-Line Extension	30,086,000	1,285,000	-	-	-	31,371,000
MSP260 - 5600 West Bus Route	3,200,000	17,000,000	1,500,000	-	-	21,700,000
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	1,662,000	688,000	688,000	688,000	688,000	4,414,000
MSP264 - FrontRunner South Extension	2,300,000	300,000	300,000	300,000	-	3,200,000
MSP265 - Program Management Support	4,000,000	3,730,000	3,730,000	3,730,000	3,730,000	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	7,250,000

2026-2030 Five Year Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
MSP271 - Maintenance of Way Department Training Yard	2,500,000	-	-	-	-	2,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	-	-	-	675,000
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	-	-	-	-	3,200,000
MSP287 - UVX BRT 900 East Station	212,000	-	-	-	-	212,000
MSP288 - Sustainability Project Pool	100,000	100,000	100,000	100,000	100,000	500,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	-	-	-	-	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	300,000	300,000	-	300,000	300,000	1,200,000
MSP320 - TRAX Forward	100,000	100,000	100,000	100,000	100,000	500,000
MSP324 - Bus Stop Amenities	400,000	1,600,000	410,000	10,000	10,000	2,430,000
MSP325 - 200 South-Phase III-Transit Signal Priority	1,285,000	2,785,000	428,000	-	-	4,498,000
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900 S	-	-	-	11,000	87,000	98,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	11,000	94,000	105,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	9,000	100,000	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	2,000,000	2,000,000	2,500,000	2,000,000	10,500,000
REV209 - Paratransit Bus Replacement	16,634,000	9,002,000	8,140,000	-	-	33,776,000
REV211 - Revenue Bus Replacement	16,580,000	24,857,000	13,888,000	25,640,000	22,861,000	103,826,000
REV224 - Bus Overhaul	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	18,830,000	68,153,000	40,697,000	4,690,000	186,692,000
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	150,000	100,000	100,000	100,000	100,000	550,000
REV242 - Non-Revenue Specialty Vehicle Replacement	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,500,000
REV243 - Low/No CNG Bus Procurement	1,000	21,309,000	-	-	-	21,310,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	1,000	3,406,000	-	3,407,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,050,000	1,200,000	1,050,000	-	-	3,300,000
SGR040 - Light Rail Vehicle Overhaul Program	10,500,000	8,919,000	6,801,000	3,661,000	2,000,000	31,881,000
SGR047 - Light Rail Stray Current Control	500,000	500,000	500,000	500,000	500,000	2,500,000
SGR353 - Locomotive Engine Overhaul	2,800,000	-	-	-	-	2,800,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	460,000	500,000	520,000	540,000	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	2,250,000	3,250,000	5,100,000	1,250,000	18,100,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab	3,000,000	8,500,000	20,000,000	15,000,000	15,000,000	61,500,000
SGR393 - Grade Crossing Replacement Program	2,000,000	2,500,000	2,500,000	2,500,000	2,500,000	12,000,000
SGR397 - Traction Power Substation Component Replacement	1,000,000	-	-	-	-	1,000,000
SGR398 - Overhead Catenary System Rehab and Replacement	4,462,000	2,000,000	3,625,000	5,000,000	2,500,000	17,587,000
SGR401 - Ballast and Tie replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
SGR403 - Train Control Rehab & Replacement	6,500,000	6,500,000	6,500,000	6,500,000	6,000,000	32,000,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	5,600,000	6,700,000	6,900,000	3,300,000	25,000,000
SGR407 - Bus Stop Enhancements for ADA-compliance	2,590,000	3,160,000	1,572,000	1,565,000	1,818,000	10,705,000
SGR408 - UTA End of Line (EOL) Enhancements	1,115,000	1,600,000	585,000	585,000	550,000	4,435,000

2026-2030 Five Year Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
SGR409 - UTA Operator Restrooms	1,555,000	2,656,000	1,920,000	1,885,000	1,885,000	9,901,000
SGR410 - Wayside Fiber Rehab/Replacement	700,000	682,000	680,000	690,000	700,000	3,452,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	1,900,000	-	-	-	-	1,900,000
SGR413 - Traction Power Substation Building Rehab	100,000	1,000,000	-	-	-	1,100,000
SGR414 - Rail Grinding	-	1,300,000	2,600,000	1,300,000	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	130,000
Enterprise Strategy	17,051,000	2,555,000	3,435,000	2,875,000	3,150,000	29,066,000
ICI001 - Passenger Station Information Sign Replacement	1,350,000	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	50,000	50,000	-	-	150,000
ICI179 - Network Infrastructure Equipment & Software	1,200,000	800,000	500,000	500,000	500,000	3,500,000
ICI186 - In-House Application Development	150,000	150,000	150,000	150,000	150,000	750,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	475,000	150,000	260,000	495,000	550,000	1,930,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	300,000	1,600,000	880,000	1,100,000	4,380,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	-	-	-	-	1,750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-
ICI226 - Radio Communication System	5,200,000	-	-	-	-	5,200,000
ICI230 - EAM/WM/RISC (Trapeze)	5,356,000	180,000	-	-	-	5,536,000
ICI232 - Trapeze PassWeb for Special Services	145,000	100,000	-	-	-	245,000
ICI233 - Technology Systems- State of Good Repair	175,000	125,000	175,000	150,000	150,000	775,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	700,000	700,000	700,000	700,000	3,500,000
Executive Director (Safety)	1,485,000	843,000	907,000	1,007,000	770,000	5,012,000
FMA604 - Safety General Projects	120,000	120,000	120,000	120,000	120,000	600,000
FMA645 - Security Camera Sustainability	645,000	636,000	500,000	600,000	650,000	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	-	87,000	287,000	287,000	-	661,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	100,000	-	-	-	-	100,000
Finance	32,646,000	10,518,000	10,445,000	10,484,000	10,395,000	74,488,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	322,000	332,000	342,000	352,000	370,000	1,718,000
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	123,000	40,000	69,000	25,000	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	-	-	-	10,209,000
ICI234 - Coordinated Mobility IT Support	63,000	63,000	63,000	63,000	-	252,000
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022 UT-2023-026	100,000	-	-	-	-	100,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-026	275,000	-	-	-	-	275,000
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	175,000	-	-	-	-	175,000
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	20,000	-	-	-	-	20,000

2026-2030 Five Year Capital Plan

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021 UT-20	105,000	-	-	-	-	105,000
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	5,000	-	-	-	-	5,000
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	15,000	-	-	-	-	15,000
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-004	900,000	-	-	-	-	900,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-018	320,000	-	-	-	-	320,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	450,000	-	-	-	-	450,000
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	1,303,000	-	-	-	-	1,303,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	-	-	-	-	3,360,000
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	3,262,000	-	-	-	-	3,262,000
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	1,054,000	-	-	-	-	1,054,000
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	643,000	-	-	-	-	643,000
MSP999 - Capital Contingency	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
Operations	8,974,000	15,328,000	11,200,000	9,080,000	6,800,000	51,382,000
FMA543 - Police Vehicle Replacement/Expansion	1,138,000	1,172,000	725,000	730,000	1,000,000	4,765,000
FMA652 - Facilities Equipment Replacement	2,000,000	2,000,000	2,000,000	800,000	800,000	7,600,000
FMA653 - Facilities Rehab/Replacement	1,253,000	890,000	1,025,000	720,000	670,000	4,558,000
FMA672 - Park & Ride Rehab/Replacement	480,000	480,000	480,000	480,000	480,000	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	495,000	500,000	300,000	500,000	2,355,000
FMA684 - Police Equipment	275,000	275,000	475,000	350,000	350,000	1,725,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	233,000	1,977,000	-	-	-	2,210,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System Repl	5,000	2,100,000	-	-	-	2,105,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	939,000	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	1,600,000	600,000	-	-	-	2,200,000
SGR416 - Light Rail Vehicle Collision Avoidance System	150,000	2,850,000	5,850,000	5,700,000	3,000,000	17,550,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	1,280,000	1,550,000	145,000	-	-	2,975,000
People	50,000	-	-	-	-	50,000
FMA705 - HEP Training Engine Power Bank for Maintenance Training	50,000	-	-	-	-	50,000
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-
Planning & Engagement	2,244,000	1,509,000	1,520,000	1,445,000	1,445,000	8,163,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	600,000	600,000	600,000	600,000	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	445,000	445,000	445,000	445,000	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	100,000	100,000	100,000	100,000	500,000
MSP294 - Planning Studies	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	64,000	75,000	-	-	150,000
MSP330 - 2026 Microtransit Vehicle Upfitting	300,000	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-

2026-2030 Five Year Capital Plan

Sum of Total Budget- Rounded	Column Labels					Grand Total
Office/Projects	2026	2027	2028	2029	2030	Grand Total
Grand Total	339,213,000	250,224,000	207,932,000	167,506,000	104,254,000	1,069,129,000

UTA 2026-2030 Five Year Plan - Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond-Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease-Rounded	Sum of State-Rounded	Sum of TTIF-Rounded	Sum of Local Partner-Rounded	Sum of UTA Local- Rounded
Capital Services	900,968,000	169,704,000	296,297,000	158,799,000	30,664,000	61,080,000	23,527,000	160,897,000
FMA516 - Corridor Fencing	250,000	-	-	-	-	-	-	250,000
FMA679 - Building Remodels/Reconfigurations	3,770,000	-	-	-	-	-	-	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	1,540,000	-	-	-	-	470,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	240,000
FMA698 - Midvale RSC Operations work space and amenity remodel	589,000	-	-	-	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	9,024,000	-	7,218,000	-	-	-	-	1,806,000
FMA700 - Elevator Replacements- Farmington Station	650,000	-	520,000	-	-	-	-	130,000
FMA701 - Escalators Replacement- North Temple Station	4,650,000	-	900,000	-	-	-	-	3,750,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - Internal Project Control System Tech Support	175,000	-	-	-	-	-	-	175,000
MSP140 - Box Elder County Corridor Preservation	2,500,000	-	-	-	-	-	2,500,000	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	3,255,000	-	-	-	-	245,000
MSP189 - Signal Pre-emption Projects w/UDOT	1,500,000	-	-	-	1,500,000	-	-	-
MSP193 - Weber County Corridor Preservation	4,800,000	-	1,200,000	-	-	-	3,600,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	32,987,000	-	6,500,000	-	-	18,000,000	7,498,000	989,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,640,000	-	-	-	-	-	-	1,640,000
MSP216 - Point of the Mountain Transit	2,933,000	-	-	-	-	2,933,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	1,052,000	-	-	-	-	-	-	1,052,000
MSP248 - Planning & Environmental Analysis	1,500,000	-	-	-	-	-	-	1,500,000
MSP252 - FrontRunner 2X	20,398,000	-	-	-	20,398,000	-	-	-
MSP253 - MVX BRT	35,396,000	-	21,292,000	-	3,615,000	10,489,000	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	500,000	-	-	-	500,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	29,300,000	21,512,000	7,788,000	-	-	-	-	-
MSP259 - S-Line Extension	31,371,000	-	-	-	3,451,000	18,133,000	6,031,000	3,756,000
MSP260 - 5600 West Bus Route	21,700,000	-	11,975,000	-	-	9,725,000	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	4,414,000	-	-	-	-	-	-	4,414,000
MSP264 - FrontRunner South Extension	3,200,000	-	-	-	-	1,800,000	1,400,000	-
MSP265 - Program Management Support	18,920,000	-	-	-	-	-	-	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	-	-	7,250,000
MSP271 - Maintenance of Way Department Training Yard	2,500,000	-	-	-	-	-	-	2,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	-	2,976,000	-	-	-	-	224,000
MSP287 - UVX BRT 900 East Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	500,000	-	-	-	-	-	-	500,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-

UTA 2026-2030 Five Year Plan - Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	-	-	-	-	-	-	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	1,200,000	-	-	-	1,200,000	-	-	-
MSP320 - TRAX Forward	500,000	-	-	-	-	-	-	500,000
MSP324 - Bus Stop Amenities	2,430,000	-	-	-	-	-	-	2,430,000
MSP325 - 200 South-Phase III-Transit Signal Priority	4,498,000	-	2,000,000	-	-	-	2,498,000	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	98,000	-	-	-	-	-	-	98,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	105,000	-	-	-	-	-	-	105,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	109,000	-	-	-	-	-	-	109,000
REV205 - Replacement Non-Revenue Support Vehicles	10,500,000	-	-	10,500,000	-	-	-	-
REV209 - Paratransit Bus Replacement	33,776,000	-	-	33,776,000	-	-	-	-
REV211 - Revenue Bus Replacement	103,826,000	-	-	103,326,000	-	-	-	500,000
REV224 - Bus Overhaul	10,000,000	-	-	-	-	-	-	10,000,000
REV232 - Van Pool Vehicle Replacements	8,000,000	-	-	8,000,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	186,692,000	148,192,000	38,500,000	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	550,000	-	-	-	-	-	-	550,000
REV242 - Non-Revenue Specialty Vehicle Replacement	4,500,000	-	-	-	-	-	-	4,500,000
REV243 - Low/No CNG Bus Procurement	21,310,000	-	18,112,000	3,197,000	-	-	-	1,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	3,407,000	-	-	-	-	-	-	3,407,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	3,300,000	-	-	-	-	-	-	3,300,000
SGR040 - Light Rail Vehicle Overhaul Program	31,881,000	-	25,505,000	-	-	-	-	6,376,000
SGR047 - Light Rail Stray Current Control	2,500,000	-	-	-	-	-	-	2,500,000
SGR353 - Locomotive Engine Overhaul	2,800,000	-	2,604,000	-	-	-	-	196,000
SGR359 - Bridge Rehabilitation & Maintenance	2,460,000	-	-	-	-	-	-	2,460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	18,100,000	-	14,480,000	-	-	-	-	3,620,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab	61,500,000	-	49,200,000	-	-	-	-	12,300,000
SGR393 - Grade Crossing Replacement Program	12,000,000	-	9,600,000	-	-	-	-	2,400,000
SGR397 - Traction Power Substation Component Replacement	1,000,000	-	800,000	-	-	-	-	200,000
SGR398 - Overhead Catenary System Rehab and Replacement	17,587,000	-	14,070,000	-	-	-	-	3,517,000
SGR401 - Ballast and Tie replacement	1,500,000	-	-	-	-	-	-	1,500,000
SGR403 - Train Control Rehab & Replacement	32,000,000	-	25,600,000	-	-	-	-	6,400,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	25,000,000	-	20,000,000	-	-	-	-	5,000,000
SGR407 - Bus Stop Enhancements for ADA-compliance	10,705,000	-	-	-	-	-	-	10,705,000
SGR408 - UTA End of Line (EOL) Enhancements	4,435,000	-	3,548,000	-	-	-	-	887,000
SGR409 - UTA Operator Restrooms	9,901,000	-	-	-	-	-	-	9,901,000
SGR410 - Wayside Fiber Rehab/Replacement	3,452,000	-	2,762,000	-	-	-	-	690,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	1,900,000	-	1,520,000	-	-	-	-	380,000
SGR413 - Traction Power Substation Building Rehab	1,100,000	-	880,000	-	-	-	-	220,000
SGR414 - Rail Grinding	5,200,000	-	-	-	-	-	-	5,200,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	-	-	130,000
Enterprise Strategy	29,066,000	-	4,160,000	-	-	-	-	24,906,000
ICI001 - Passenger Station Information Sign Replacement	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	150,000	-	-	-	-	-	-	150,000
ICI179 - Network Infrastructure Equipment & Software	3,500,000	-	-	-	-	-	-	3,500,000
ICI186 - In-House Application Development	750,000	-	-	-	-	-	-	750,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	1,930,000	-	-	-	-	-	-	1,930,000

UTA 2026-2030 Five Year Plan - Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond-Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease-Rounded	Sum of State-Rounded	Sum of TTIF-Rounded	Sum of Local Partner-Rounded	Sum of UTA Local- Rounded
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	4,380,000	-	-	-	-	-	-	4,380,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	-	-	-	-	-	-	1,750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	5,200,000	-	4,160,000	-	-	-	-	1,040,000
ICI230 - EAM/WM/RISC (Trapeze)	5,536,000	-	-	-	-	-	-	5,536,000
ICI232 - Trapeze PassWeb for Special Services	245,000	-	-	-	-	-	-	245,000
ICI233 - Technology Systems- State of Good Repair	775,000	-	-	-	-	-	-	775,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	3,500,000	-	-	-	-	-	-	3,500,000
Executive Director (Safety)	5,012,000	-	-	-	-	-	-	5,012,000
FMA604 - Safety General Projects	600,000	-	-	-	-	-	-	600,000
FMA645 - Security Camera Sustainability	3,031,000	-	-	-	-	-	-	3,031,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	661,000	-	-	-	-	-	-	661,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	100,000	-	-	-	-	-	-	100,000
Finance	74,488,000	-	18,174,000	-	-	-	3,826,000	52,488,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	1,718,000	-	1,718,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	322,000	-	-	-	-	-	-	322,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	8,167,000	-	-	-	-	2,042,000
ICI234 - Coordinated Mobility IT Support	252,000	-	252,000	-	-	-	-	-
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	100,000	-	69,000	-	-	-	25,000	6,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	275,000	-	200,000	-	-	-	72,000	3,000
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	175,000	-	128,000	-	-	-	44,000	3,000
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-01	20,000	-	20,000	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	105,000	-	105,000	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	5,000	-	5,000	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	15,000	-	12,000	-	-	-	3,000	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	900,000	-	611,000	-	-	-	240,000	49,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	320,000	-	223,000	-	-	-	95,000	2,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	450,000	-	332,000	-	-	-	90,000	28,000
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	1,303,000	-	885,000	-	-	-	415,000	3,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	-	2,179,000	-	-	-	1,181,000	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	3,262,000	-	2,116,000	-	-	-	1,146,000	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	1,054,000	-	732,000	-	-	-	322,000	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	643,000	-	420,000	-	-	-	193,000	30,000
MSP999 - Capital Contingency	25,000,000	-	-	-	-	-	-	25,000,000
REV239 - HB322 Future Rail Car Purchase Payment	25,000,000	-	-	-	-	-	-	25,000,000
Operations	51,382,000	-	25,631,000	-	-	-	-	25,751,000
FMA543 - Police Vehicle Replacement/Expansion	4,765,000	-	3,811,000	-	-	-	-	954,000
FMA652 - Facilities Equipment Replacement	7,600,000	-	4,800,000	-	-	-	-	2,800,000
FMA653 - Facilities Rehab/Replacement	4,558,000	-	-	-	-	-	-	4,558,000
FMA672 - Park & Ride Rehab/Replacement	2,400,000	-	-	-	-	-	-	2,400,000
FMA673 - Stations and Platforms Rehab/Replacement	2,355,000	-	-	-	-	-	-	2,355,000
FMA684 - Police Equipment	1,725,000	-	1,380,000	-	-	-	-	345,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	2,210,000	-	1,600,000	-	-	-	-	610,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	2,105,000	-	-	-	-	-	-	2,105,000

UTA 2026-2030 Five Year Plan - Capital Sources

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
FMA704 - Mt Ogden Maintenance Building Floor Restoration	939,000	-	-	-	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	2,200,000	-	-	-	-	-	-	2,200,000
SGR416 - Light Rail Vehicle Collision Avoidance System	17,550,000	-	14,040,000	-	-	-	-	3,510,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	2,975,000	-	-	-	-	-	-	2,975,000
People	50,000	-	-	-	-	-	-	50,000
FMA705 - HEP Training Engine Power Bank for Maintenance Training	50,000	-	-	-	-	-	-	50,000
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	8,163,000	-	-	-	-	-	-	8,163,000
MSP198 - Customer Experience and Wayfinding Plan	3,000,000	-	-	-	-	-	-	3,000,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	2,713,000	-	-	-	-	-	-	2,713,000
MSP285 - Bus Speed and Reliability Program (BSRP)	500,000	-	-	-	-	-	-	500,000
MSP294 - Planning Studies	1,500,000	-	-	-	-	-	-	1,500,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	150,000	-	-	-	-	-	-	150,000
MSP330 - 2026 Microtransit Vehicle Upfitting	300,000	-	-	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	1,069,129,000	169,704,000	344,262,000	158,799,000	30,664,000	61,080,000	27,353,000	277,267,000

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	276,763,000	47,285,000	88,086,000	36,714,000	14,622,000	31,050,000	9,652,000	49,354,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	-	-	-	-	-	-	1,190,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	1,540,000	-	-	-	-	470,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	959,000	-	-	-	-	240,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	-	1,116,000	-	-	-	-	279,000
FMA700 - Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station	400,000	-	100,000	-	-	-	-	300,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	256,000	-	-	-	-	64,000
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	3,255,000	-	-	-	-	245,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	-	464,000	-	-	3,929,000	536,000	71,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	-	-	-	-	-	-	1,500,000
MSP216 - Point of the Mountain Transit	231,000	-	-	-	-	231,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	-	-	-	-	-	-	511,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	6,856,000	-	-	-	6,856,000	-	-	-
MSP253 - MVX BRT	31,715,000	-	21,292,000	-	3,615,000	6,808,000	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	11,062,000	3,274,000	7,788,000	-	-	-	-	-
MSP259 - S-Line Extension	30,086,000	-	-	-	3,451,000	16,848,000	6,031,000	3,756,000
MSP260 - 5600 West Bus Route	3,200,000	-	1,766,000	-	-	1,434,000	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	1,662,000	-	-	-	-	-	-	1,662,000
MSP264 - FrontRunner South Extension	2,300,000	-	-	-	-	1,800,000	500,000	-
MSP265 - Program Management Support	4,000,000	-	-	-	-	-	-	4,000,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	-	-	7,250,000
MSP271 - Maintenance of Way Department Training Yard	2,500,000	-	-	-	-	-	-	2,500,000
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	675,000	-	540,000	-	-	-	-	135,000

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP286 - Utah County Park & Ride Lots (x2)	3,200,000	-	2,976,000	-	-	-	-	224,000
MSP287 - UVX BRT 900 East Station	212,000	-	197,000	-	-	-	-	15,000
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	2,440,000	-	-	-	-	-	-	2,440,000
MSP312 - FrontRunner 2X - The Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	400,000	-	-	-	-	-	-	400,000
MSP325 - 200 South-Phase III-Transit Signal Priority	1,285,000	-	600,000	-	-	-	685,000	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900 S	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	9,000	-	-	-	-	-	-	9,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Bus Replacement	16,634,000	-	-	16,634,000	-	-	-	-
REV211 - Revenue Bus Replacement	16,580,000	-	-	16,480,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	54,322,000	44,011,000	10,311,000	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	150,000	-	-	-	-	-	-	150,000
REV242 - Non-Revenue Specialty Vehicle Replacement	500,000	-	-	-	-	-	-	500,000
REV243 - Low/No CNG Bus Procurement	1,000	-	-	-	-	-	-	1,000
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,050,000	-	-	-	-	-	-	1,050,000
SGR040 - Light Rail Vehicle Overhaul Program	10,500,000	-	8,400,000	-	-	-	-	2,100,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	2,800,000	-	2,604,000	-	-	-	-	196,000
SGR359 - Bridge Rehabilitation & Maintenance	440,000	-	-	-	-	-	-	440,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	6,250,000	-	5,000,000	-	-	-	-	1,250,000
SGR390 - Jordan River #2 Remodel	50,000	-	-	-	-	-	-	50,000
SGR391 - Commuter Rail Vehicle Rehab	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR393 - Grade Crossing Replacement Program	2,000,000	-	1,600,000	-	-	-	-	400,000
SGR397 - Traction Power Substation Component Replacement	1,000,000	-	800,000	-	-	-	-	200,000
SGR398 - Overhead Catenary System Rehab and Replacement	4,462,000	-	3,570,000	-	-	-	-	892,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR407 - Bus Stop Enhancements for ADA-compliance	2,590,000	-	-	-	-	-	-	2,590,000
SGR408 - UTA End of Line (EOL) Enhancements	1,115,000	-	892,000	-	-	-	-	223,000
SGR409 - UTA Operator Restrooms	1,555,000	-	-	-	-	-	-	1,555,000
SGR410 - Wayside Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	-	140,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	1,900,000	-	1,520,000	-	-	-	-	380,000
SGR413 - Traction Power Substation Building Rehab	100,000	-	80,000	-	-	-	-	20,000
SGR414 - Rail Grinding	-	-	-	-	-	-	-	-

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -				Sum of Local	
			Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Partner- Rounded	Sum of UTA Local- Rounded
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Development	130,000	-	-	-	-	-	-	130,000
Enterprise Strategy	17,051,000	-	4,160,000	-	-	-	-	12,891,000
ICI001 - Passenger Station Information Sign Replacement	1,350,000	-	-	-	-	-	-	1,350,000
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	1,200,000	-	-	-	-	-	-	1,200,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	475,000	-	-	-	-	-	-	475,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	1,750,000	-	-	-	-	-	-	1,750,000
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	5,200,000	-	4,160,000	-	-	-	-	1,040,000
ICI230 - EAM/WM/RISC (Trapeze)	5,356,000	-	-	-	-	-	-	5,356,000
ICI232 - Trapeze PassWeb for Special Services	145,000	-	-	-	-	-	-	145,000
ICI233 - Technology Systems- State of Good Repair	175,000	-	-	-	-	-	-	175,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	1,485,000	-	-	-	-	-	-	1,485,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	645,000	-	-	-	-	-	-	645,000
FMA658 - Bus Replacement Camera System	620,000	-	-	-	-	-	-	620,000
FMA681 - Electrical Arc Flash Hazard Analysis	-	-	-	-	-	-	-	-
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	100,000	-	-	-	-	-	-	100,000
Finance	32,646,000	-	16,589,000	-	-	-	3,826,000	12,231,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	322,000	-	322,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	65,000	-	-	-	-	-	-	65,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	10,209,000	-	8,167,000	-	-	-	-	2,042,000
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022 UT-	100,000	-	69,000	-	-	-	25,000	6,000
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-026	275,000	-	200,000	-	-	-	72,000	3,000
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	175,000	-	128,000	-	-	-	44,000	3,000
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	20,000	-	20,000	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021 UT-	105,000	-	105,000	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	5,000	-	5,000	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/O	15,000	-	12,000	-	-	-	3,000	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-004	900,000	-	611,000	-	-	-	240,000	49,000
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-018	320,000	-	223,000	-	-	-	95,000	2,000
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	450,000	-	332,000	-	-	-	90,000	28,000
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	1,303,000	-	885,000	-	-	-	415,000	3,000
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	3,360,000	-	2,179,000	-	-	-	1,181,000	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	3,262,000	-	2,116,000	-	-	-	1,146,000	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	1,054,000	-	732,000	-	-	-	322,000	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	643,000	-	420,000	-	-	-	193,000	30,000

2026 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	8,974,000	-	2,868,000	-	-	-	-	6,106,000
FMA543 - Police Vehicle Replacement/Expansion	1,138,000	-	910,000	-	-	-	-	228,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	1,253,000	-	-	-	-	-	-	1,253,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	560,000	-	-	-	-	-	-	560,000
FMA684 - Police Equipment	275,000	-	220,000	-	-	-	-	55,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	233,000	-	18,000	-	-	-	-	215,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System Re	5,000	-	-	-	-	-	-	5,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	1,600,000	-	-	-	-	-	-	1,600,000
SGR416 - Light Rail Vehicle Collision Avoidance System	150,000	-	120,000	-	-	-	-	30,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	1,280,000	-	-	-	-	-	-	1,280,000
People	50,000	-	-	-	-	-	-	50,000
FMA705 - HEP Training Engine Power Bank for Maintenance Training	50,000	-	-	-	-	-	-	50,000
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	2,244,000	-	-	-	-	-	-	2,244,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	933,000	-	-	-	-	-	-	933,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	11,000	-	-	-	-	-	-	11,000
MSP330 - 2026 Microtransit Vehicle Upfitting	300,000	-	-	-	-	-	-	300,000
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	339,213,000	47,285,000	111,703,000	36,714,000	14,622,000	31,050,000	13,478,000	84,361,000

2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -			Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
			Award Executed- Rounded	Sum of Lease- Rounded					
Capital Services	219,471,000	24,915,000	78,076,000	40,556,000	8,856,000	23,380,000	9,300,000	34,388,000	
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000	
FMA679 - Building Remodels/Reconfigurations	1,040,000	-	-	-	-	-	-	1,040,000	
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-	
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-	
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-	
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-	
FMA693 - Meadowbrook Bus Charging Infrastructure	-	-	-	-	-	-	-	-	
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-	
FMA695 - Facility Program	-	-	-	-	-	-	-	-	
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-	
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-	
FMA698 - Midvale RSC Operations work space and amenity remodel	589,000	-	-	-	-	-	-	589,000	
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	3,008,000	-	2,406,000	-	-	-	-	602,000	
FMA700 - Elevator Replacements- Farmington Station	50,000	-	40,000	-	50,000	-	-	10,000	
FMA701 - Escalators Replacement- North Temple Station	4,250,000	-	800,000	-	-	-	-	3,450,000	
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-	
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000	
MSP140 - Box Elder County Corridor Preservation	1,000,000	-	-	-	-	-	1,000,000	-	
MSP156 - Prop 1 Davis County Bus Stop Improvements	-	-	-	-	-	-	-	-	
MSP185 - OGX BRT	-	-	-	-	-	-	-	-	
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-	
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-	
MSP202 - (Grant Dependent) Davis-SLC Community Connector	21,618,000	-	4,780,000	-	-	10,596,000	5,515,000	727,000	
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-	
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-	
MSP208 - Clearfield FrontRunner Station Trail	-	-	-	-	-	-	-	-	
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000	
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-	
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-	
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	-	-	-	-	-	-	511,000	
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000	
MSP252 - FrontRunner 2X	8,156,000	-	-	-	8,156,000	-	-	-	
MSP253 - MVX BRT	3,681,000	-	-	-	-	3,681,000	-	-	
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-	
MSP255 - Central Corridor	-	-	-	-	-	-	-	-	
MSP258 - Mt Ogden Administration Building	15,500,000	15,500,000	-	-	-	-	-	-	
MSP259 - S-Line Extension	1,285,000	-	-	-	-	1,285,000	-	-	
MSP260 - 5600 West Bus Route	17,000,000	-	9,382,000	-	-	7,618,000	-	-	
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	-	-	-	-	-	-	-	-	
MSP263 - Transit Oriented Development Working Capital	688,000	-	-	-	-	-	-	688,000	
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-	
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000	
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-	
MSP271 - Maintenance of Way Department Training Yard	-	-	-	-	-	-	-	-	
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-	

2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots (x2)	-	-	-	-	-	-	-	-
MSP287 - UVX BRT 900 East Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 2X - The Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	1,600,000	-	-	-	-	-	-	1,600,000
MSP325 - 200 South-Phase III-Transit Signal Priority	2,785,000	-	1,200,000	-	-	-	1,585,000	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	100,000	-	-	-	-	-	-	100,000
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Bus Replacement	9,002,000	-	-	9,002,000	-	-	-	-
REV211 - Revenue Bus Replacement	24,857,000	-	-	24,757,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	18,830,000	9,415,000	9,415,000	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Non-Revenue Specialty Vehicle Replacement	1,000,000	-	-	-	-	-	-	1,000,000
REV243 - Low/No CNG Bus Procurement	21,309,000	-	18,112,000	3,197,000	-	-	-	-
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,200,000	-	-	-	-	-	-	1,200,000
SGR040 - Light Rail Vehicle Overhaul Program	8,919,000	-	7,135,000	-	-	-	-	1,784,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	460,000	-	-	-	-	-	-	460,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	2,250,000	-	1,800,000	-	-	-	-	450,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab	8,500,000	-	6,800,000	-	-	-	-	1,700,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - Traction Power Substation Component Replacement	-	-	-	-	-	-	-	-
SGR398 - Overhead Catenary System Rehab and Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	5,600,000	-	4,480,000	-	-	-	-	1,120,000
SGR407 - Bus Stop Enhancements for ADA-compliance	3,160,000	-	-	-	-	-	-	3,160,000
SGR408 - UTA End of Line (EOL) Enhancements	1,600,000	-	1,280,000	-	-	-	-	320,000
SGR409 - UTA Operator Restrooms	2,656,000	-	-	-	-	-	-	2,656,000
SGR410 - Wayside Fiber Rehab/Replacement	682,000	-	546,000	-	-	-	-	136,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	-	-	-	-	-	-	-	-

2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR413 - Traction Power Substation Building Rehab	1,000,000	-	800,000	-	-	-	-	200,000
SGR414 - Rail Grinding	1,300,000	-	-	-	-	-	-	1,300,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Developm	-	-	-	-	-	-	-	-
Enterprise Strategy	2,555,000	-	-	-	-	-	-	2,555,000
ICI001 - Passenger Station Information Sign Replacement	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	800,000	-	-	-	-	-	-	800,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	150,000	-	-	-	-	-	-	150,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	300,000	-	-	-	-	-	-	300,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230 - EAM/WM/RISC (Trapeze)	180,000	-	-	-	-	-	-	180,000
ICI232 - Trapeze PassWeb for Special Services	100,000	-	-	-	-	-	-	100,000
ICI233 - Technology Systems- State of Good Repair	125,000	-	-	-	-	-	-	125,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	843,000	-	-	-	-	-	-	843,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	636,000	-	-	-	-	-	-	636,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Electrical Arc Flash Hazard Analysis	87,000	-	-	-	-	-	-	87,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	-	-	-	-	-	-	-	-
Finance	10,518,000	-	395,000	-	-	-	-	10,123,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	332,000	-	332,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	123,000	-	-	-	-	-	-	123,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	-	-	-	-	-	-	-	-
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	-	-	-	-	-	-	-	-
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	-	-	-	-	-	-	-	-
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	-	-	-	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	-	-	-	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	-	-	-	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/C	-	-	-	-	-	-	-	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	-	-	-	-	-	-	-	-
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	-	-	-	-	-	-	-	-
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	-	-	-	-	-	-	-	-
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	-	-	-	-	-	-	-	-
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	-	-	-	-	-	-	-	-

2027 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	-	-	-	-	-	-	-	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	-	-	-	-	-	-	-	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	15,328,000	-	6,619,000	-	-	-	-	8,709,000
FMA543 - Police Vehicle Replacement/Expansion	1,172,000	-	937,000	-	-	-	-	235,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	890,000	-	-	-	-	-	-	890,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	495,000	-	-	-	-	-	-	495,000
FMA684 - Police Equipment	275,000	-	220,000	-	-	-	-	55,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	1,977,000	-	1,582,000	-	-	-	-	395,000
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	2,100,000	-	-	-	-	-	-	2,100,000
FMA704 - Mt Ogden Maintenance Building Floor Restoration	939,000	-	-	-	-	-	-	939,000
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	600,000	-	-	-	-	-	-	600,000
SGR416 - Light Rail Vehicle Collision Avoidance System	2,850,000	-	2,280,000	-	-	-	-	570,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	1,550,000	-	-	-	-	-	-	1,550,000
People	-	-	-	-	-	-	-	-
FMA705 - HEP Training Engine Power Bank for Maintenance Training	-	-	-	-	-	-	-	-
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,509,000	-	-	-	-	-	-	1,509,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	64,000	-	-	-	-	-	-	64,000
MSP330 - 2026 Microtransit Vehicle Upfitting	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	250,224,000	24,915,000	85,090,000	40,556,000	8,856,000	23,380,000	9,300,000	58,127,000

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants -				Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
			Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
Capital Services	180,425,000	52,117,000	64,457,000	25,528,000	3,093,000	3,525,000	3,033,000	28,672,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	540,000	-	-	-	-	-	-	540,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Bus Charging Infrastructure	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698 - Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	3,008,000	-	2,406,000	-	-	-	-	602,000
FMA700 - Elevator Replacements- Farmington Station	600,000	-	480,000	-	-	-	-	120,000
FMA701 - Escalators Replacement- North Temple Station	-	-	-	-	-	-	-	-
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	500,000	-	-	-	-	-	500,000	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP185 - OGX BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	4,860,000	-	957,000	-	-	2,652,000	1,105,000	146,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	70,000	-	-	-	-	-	-	70,000
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	10,000	-	-	-	-	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	2,693,000	-	-	-
MSP253 - MVX BRT	-	-	-	-	-	-	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	2,738,000	2,738,000	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	1,500,000	-	827,000	-	-	673,000	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	-	-	-	-	-	-	-	-
MSP263 - Transit Oriented Development Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - Maintenance of Way Department Training Yard	-	-	-	-	-	-	-	-

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond-Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease-Rounded	Sum of State-Rounded	Sum of TTIF-Rounded	Sum of Local Partner-Rounded	Sum of UTA Local-Rounded
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots (x2)	-	-	-	-	-	-	-	-
MSP287 - UVX BRT 900 East Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 2X - The Point Improvements	-	-	-	-	-	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	410,000	-	-	-	-	-	-	410,000
MSP325 - 200 South-Phase III-Transit Signal Priority	428,000	-	200,000	-	-	-	228,000	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	-	-	-	-	-	-	-	-
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	-	-	-	-	-	-	-	-
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Bus Replacement	8,140,000	-	-	8,140,000	-	-	-	-
REV211 - Revenue Bus Replacement	13,888,000	-	-	13,788,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	68,153,000	49,379,000	18,774,000	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Non-Revenue Specialty Vehicle Replacement	1,000,000	-	-	-	-	-	-	1,000,000
REV243 - Low/No CNG Bus Procurement	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	1,000	-	-	-	-	-	-	1,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	1,050,000	-	-	-	-	-	-	1,050,000
SGR040 - Light Rail Vehicle Overhaul Program	6,801,000	-	5,441,000	-	-	-	-	1,360,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	500,000	-	-	-	-	-	-	500,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	3,250,000	-	2,600,000	-	-	-	-	650,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab	20,000,000	-	16,000,000	-	-	-	-	4,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - Traction Power Substation Component Replacement	-	-	-	-	-	-	-	-
SGR398 - Overhead Catenary System Rehab and Replacement	3,625,000	-	2,900,000	-	-	-	-	725,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	6,700,000	-	5,360,000	-	-	-	-	1,340,000
SGR407 - Bus Stop Enhancements for ADA-compliance	1,572,000	-	-	-	-	-	-	1,572,000
SGR408 - UTA End of Line (EOL) Enhancements	585,000	-	468,000	-	-	-	-	117,000
SGR409 - UTA Operator Restrooms	1,920,000	-	-	-	-	-	-	1,920,000
SGR410 - Wayside Fiber Rehab/Replacement	680,000	-	544,000	-	-	-	-	136,000

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	-	-	-	-	-	-	-	-
SGR413 - Traction Power Substation Building Rehab	-	-	-	-	-	-	-	-
SGR414 - Rail Grinding	2,600,000	-	-	-	-	-	-	2,600,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	-	-	-	-	-	-	-	-
Enterprise Strategy	3,435,000	-	-	-	-	-	-	3,435,000
ICI001 - Passenger Station Information Sign Replacement	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	50,000	-	-	-	-	-	-	50,000
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	260,000	-	-	-	-	-	-	260,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	1,600,000	-	-	-	-	-	-	1,600,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230 - EAM/WM/RISC (Trapeze)	-	-	-	-	-	-	-	-
ICI232 - Trapeze PassWeb for Special Services	-	-	-	-	-	-	-	-
ICI233 - Technology Systems- State of Good Repair	175,000	-	-	-	-	-	-	175,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	907,000	-	-	-	-	-	-	907,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	500,000	-	-	-	-	-	-	500,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Electrical Arc Flash Hazard Analysis	287,000	-	-	-	-	-	-	287,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	-	-	-	-	-	-	-	-
Finance	10,445,000	-	405,000	-	-	-	-	10,040,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	342,000	-	342,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	40,000	-	-	-	-	-	-	40,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP222 - Coordinated Mobility Grant 5310- FFY 2018 20-1903 P/O 5310	-	-	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	-	-	-	-	-	-	-	-
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	-	-	-	-	-	-	-	-
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	-	-	-	-	-	-	-	-
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	-	-	-	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	-	-	-	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	-	-	-	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/C	-	-	-	-	-	-	-	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	-	-	-	-	-	-	-	-

2028 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond-Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease-Rounded	Sum of State-Rounded	Sum of TTIF-Rounded	Sum of Local Partner-Rounded	Sum of UTA Local-Rounded
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	-	-	-	-	-	-	-	-
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	-	-	-	-	-	-	-	-
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	-	-	-	-	-	-	-	-
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	-	-	-	-	-	-	-	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	-	-	-	-	-	-	-	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	-	-	-	-	-	-	-	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	11,200,000	-	7,240,000	-	-	-	-	3,960,000
FMA543 - Police Vehicle Replacement/Expansion	725,000	-	580,000	-	-	-	-	145,000
FMA652 - Facilities Equipment Replacement	2,000,000	-	1,600,000	-	-	-	-	400,000
FMA653 - Facilities Rehab/Replacement	1,025,000	-	-	-	-	-	-	1,025,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA684 - Police Equipment	475,000	-	380,000	-	-	-	-	95,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	-	-	-	-	-	-	-	-
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	-	-	-	-	-	-	-	-
SGR416 - Light Rail Vehicle Collision Avoidance System	5,850,000	-	4,680,000	-	-	-	-	1,170,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	145,000	-	-	-	-	-	-	145,000
People	-	-	-	-	-	-	-	-
FMA705 - HEP Training Engine Power Bank for Maintenance Training	-	-	-	-	-	-	-	-
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,520,000	-	-	-	-	-	-	1,520,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	75,000	-	-	-	-	-	-	75,000
MSP330 - 2026 Microtransit Vehicle Upfitting	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	207,932,000	52,117,000	72,102,000	25,528,000	3,093,000	3,525,000	3,033,000	48,534,000

2029 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
Capital Services	142,615,000	40,697,000	38,617,000	29,640,000	3,393,000	974,000	1,521,000	27,773,000
FMA516 - Corridor Fencing	50,000	-	-	-	-	-	-	50,000
FMA679 - Building Remodels/Reconfigurations	500,000	-	-	-	-	-	-	500,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	-	-	-	-	-	-	-	-
FMA690 - Facility Program Development & Design	-	-	-	-	-	-	-	-
FMA693 - Meadowbrook Bus Charging Infrastructure	-	-	-	-	-	-	-	-
FMA694 - Electric Bus Chargers	-	-	-	-	-	-	-	-
FMA695 - Facility Program	-	-	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	-	-	-	-	-	-	-	-
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	-	-	-	-	-	-	-	-
FMA698 - Midvale RSC Operations work space and amenity remodel	-	-	-	-	-	-	-	-
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,613,000	-	1,290,000	-	-	-	-	323,000
FMA700 - Elevator Replacements- Farmington Station	-	-	-	-	-	-	-	-
FMA701 - Escalators Replacement- North Temple Station	-	-	-	-	-	-	-	-
FMA702 - Aboveground Storage Tanks Product Lines Replacement	-	-	-	-	-	-	-	-
MSP132 - Internal Project Control System Tech Support	35,000	-	-	-	-	-	-	35,000
MSP140 - Box Elder County Corridor Preservation	-	-	-	-	-	-	-	-
MSP156 - Prop 1 Davis County Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP185 - OGX BRT	-	-	-	-	-	-	-	-
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	-	-	-	300,000	-	-	-
MSP193 - Weber County Corridor Preservation	1,200,000	-	300,000	-	-	-	900,000	-
MSP202 - (Grant Dependent) Davis-SLC Community Connector	1,415,000	-	278,000	-	-	774,000	321,000	42,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	-	-	-	-	-	-	-	-
MSP215 - Sharp/Tintic Rail Corridor Connection	-	-	-	-	-	-	-	-
MSP216 - Point of the Mountain Transit	200,000	-	-	-	-	200,000	-	-
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	10,000	-	-	-	-	-	-	10,000
MSP248 - Planning & Environmental Analysis	300,000	-	-	-	-	-	-	300,000
MSP252 - FrontRunner 2X	2,693,000	-	-	-	2,693,000	-	-	-
MSP253 - MVX BRT	-	-	-	-	-	-	-	-
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	-	-	-	100,000	-	-	-
MSP255 - Central Corridor	-	-	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	-	-	-	-	-	-	-	-
MSP259 - S-Line Extension	-	-	-	-	-	-	-	-
MSP260 - 5600 West Bus Route	-	-	-	-	-	-	-	-
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	-	-	-	-	-	-	-	-
MSP263 - Transit Oriented Development Working Capital	688,000	-	-	-	-	-	-	688,000
MSP264 - FrontRunner South Extension	300,000	-	-	-	-	-	300,000	-
MSP265 - Program Management Support	3,730,000	-	-	-	-	-	-	3,730,000
MSP267 - New Maintenance Training Facility	-	-	-	-	-	-	-	-
MSP271 - Maintenance of Way Department Training Yard	-	-	-	-	-	-	-	-

2029 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots (x2)	-	-	-	-	-	-	-	-
MSP287 - UVX BRT 900 East Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 2X - The Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	10,000	-	-	-	-	-	-	10,000
MSP325 - 200 South-Phase III-Transit Signal Priority	-	-	-	-	-	-	-	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	11,000	-	-	-	-	-	-	11,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	11,000	-	-	-	-	-	-	11,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,500,000	-	-	2,500,000	-	-	-	-
REV209 - Paratransit Bus Replacement	-	-	-	-	-	-	-	-
REV211 - Revenue Bus Replacement	25,640,000	-	-	25,540,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	40,697,000	40,697,000	-	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Non-Revenue Specialty Vehicle Replacement	1,000,000	-	-	-	-	-	-	1,000,000
REV243 - Low/No CNG Bus Procurement	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	3,406,000	-	-	-	-	-	-	3,406,000
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
SGR040 - Light Rail Vehicle Overhaul Program	3,661,000	-	2,929,000	-	-	-	-	732,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	520,000	-	-	-	-	-	-	520,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	5,100,000	-	4,080,000	-	-	-	-	1,020,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab	15,000,000	-	12,000,000	-	-	-	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - Traction Power Substation Component Replacement	-	-	-	-	-	-	-	-
SGR398 - Overhead Catenary System Rehab and Replacement	5,000,000	-	4,000,000	-	-	-	-	1,000,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,500,000	-	5,200,000	-	-	-	-	1,300,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	6,900,000	-	5,520,000	-	-	-	-	1,380,000
SGR407 - Bus Stop Enhancements for ADA-compliance	1,565,000	-	-	-	-	-	-	1,565,000
SGR408 - UTA End of Line (EOL) Enhancements	585,000	-	468,000	-	-	-	-	117,000
SGR409 - UTA Operator Restrooms	1,885,000	-	-	-	-	-	-	1,885,000
SGR410 - Wayside Fiber Rehab/Replacement	690,000	-	552,000	-	-	-	-	138,000

2029 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	-	-	-	-	-	-	-	-
SGR413 - Traction Power Substation Building Rehab	-	-	-	-	-	-	-	-
SGR414 - Rail Grinding	1,300,000	-	-	-	-	-	-	1,300,000
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	-	-	-	-	-	-	-	-
Enterprise Strategy	2,875,000	-	-	-	-	-	-	2,875,000
ICI001 - Passenger Station Information Sign Replacement	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	-	-	-	-	-	-	-	-
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	495,000	-	-	-	-	-	-	495,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	880,000	-	-	-	-	-	-	880,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230 - EAM/WM/RISC (Trapeze)	-	-	-	-	-	-	-	-
ICI232 - Trapeze PassWeb for Special Services	-	-	-	-	-	-	-	-
ICI233 - Technology Systems- State of Good Repair	150,000	-	-	-	-	-	-	150,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	1,007,000	-	-	-	-	-	-	1,007,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	600,000	-	-	-	-	-	-	600,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Electrical Arc Flash Hazard Analysis	287,000	-	-	-	-	-	-	287,000
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	-	-	-	-	-	-	-	-
Finance	10,484,000	-	415,000	-	-	-	-	10,069,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	352,000	-	352,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	69,000	-	-	-	-	-	-	69,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	63,000	-	63,000	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	-	-	-	-	-	-	-	-
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	-	-	-	-	-	-	-	-
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	-	-	-	-	-	-	-	-
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-013	-	-	-	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	-	-	-	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	-	-	-	-	-	-	-	-
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/C	-	-	-	-	-	-	-	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	-	-	-	-	-	-	-	-
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	-	-	-	-	-	-	-	-

2029 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded	Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	-	-	-	-	-	-	-	-
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	-	-	-	-	-	-	-	-
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	-	-	-	-	-	-	-	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	-	-	-	-	-	-	-	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	-	-	-	-	-	-	-	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	9,080,000	-	5,424,000	-	-	-	-	3,656,000
FMA543 - Police Vehicle Replacement/Expansion	730,000	-	584,000	-	-	-	-	146,000
FMA652 - Facilities Equipment Replacement	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	720,000	-	-	-	-	-	-	720,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	300,000	-	-	-	-	-	-	300,000
FMA684 - Police Equipment	350,000	-	280,000	-	-	-	-	70,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	-	-	-	-	-	-	-	-
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	-	-	-	-	-	-	-	-
SGR416 - Light Rail Vehicle Collision Avoidance System	5,700,000	-	4,560,000	-	-	-	-	1,140,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	-	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-	-
FMA705 - HEP Training Engine Power Bank for Maintenance Training	-	-	-	-	-	-	-	-
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	-	-	-	-	-	-	-	-
MSP330 - 2026 Microtransit Vehicle Upfitting	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	167,506,000	40,697,000	44,456,000	29,640,000	3,393,000	974,000	1,521,000	46,825,000

2030 Details

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

2030 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award				Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
			Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
MSP271 - Maintenance of Way Department Training Yard	-	-	-	-	-	-	-	-
MSP272 - TRAX Operational Simulator	-	-	-	-	-	-	-	-
MSP275 - Station Area Planning	-	-	-	-	-	-	-	-
MSP286 - Utah County Park & Ride Lots (x2)	-	-	-	-	-	-	-	-
MSP287 - UVX BRT 900 East Station	-	-	-	-	-	-	-	-
MSP288 - Sustainability Project Pool	100,000	-	-	-	-	-	-	100,000
MSP293 - FrontRunner Shepard Lane Betterment	-	-	-	-	-	-	-	-
MSP300 - New TRAX platform in South Jordan	-	-	-	-	-	-	-	-
MSP301 - Federal 5339 Grant Program- Bus Stop Construction	-	-	-	-	-	-	-	-
MSP312 - FrontRunner 2X - The Point Improvements	300,000	-	-	-	300,000	-	-	-
MSP320 - TRAX Forward	100,000	-	-	-	-	-	-	100,000
MSP324 - Bus Stop Amenities	10,000	-	-	-	-	-	-	10,000
MSP325 - 200 South-Phase III-Transit Signal Priority	-	-	-	-	-	-	-	-
MSP326 - (Grant Dependent) Bus Charger at Orange Street and Wasatch & 3900	87,000	-	-	-	-	-	-	87,000
MSP327 - (Grant Dependent) Bus Charger at Farmington Station or Ogden Station	94,000	-	-	-	-	-	-	94,000
MSP328 - (Grant Dependent) Salt Lake or West Valley On Route Bus Chargers	-	-	-	-	-	-	-	-
REV205 - Replacement Non-Revenue Support Vehicles	2,000,000	-	-	2,000,000	-	-	-	-
REV209 - Paratransit Bus Replacement	-	-	-	-	-	-	-	-
REV211 - Revenue Bus Replacement	22,861,000	-	-	22,761,000	-	-	-	100,000
REV224 - Bus Overhaul	2,000,000	-	-	-	-	-	-	2,000,000
REV232 - Van Pool Vehicle Replacements	1,600,000	-	-	1,600,000	-	-	-	-
REV236 - Volkswagen Settlement Battery Buses	-	-	-	-	-	-	-	-
REV238 - SD100/SD160 Light Rail Vehicle Replacement	4,690,000	4,690,000	-	-	-	-	-	-
REV241 - Non-Revenue Vehicle Ancillary Equipment (Trailers, etc.)	100,000	-	-	-	-	-	-	100,000
REV242 - Non-Revenue Specialty Vehicle Replacement	1,000,000	-	-	-	-	-	-	1,000,000
REV243 - Low/No CNG Bus Procurement	-	-	-	-	-	-	-	-
REV244 - (Grant Dependent) Clean Diesel Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
REV245 - (Grant Dependent) CNG Bus Purchase- 2025 5339b Grant	-	-	-	-	-	-	-	-
SGR040 - Light Rail Vehicle Overhaul Program	2,000,000	-	1,600,000	-	-	-	-	400,000
SGR047 - Light Rail Stray Current Control	500,000	-	-	-	-	-	-	500,000
SGR353 - Locomotive Engine Overhaul	-	-	-	-	-	-	-	-
SGR359 - Bridge Rehabilitation & Maintenance	540,000	-	-	-	-	-	-	540,000
SGR370 - Red Signal Enforcement	-	-	-	-	-	-	-	-
SGR385 - Rail Replacement Program	1,250,000	-	1,000,000	-	-	-	-	250,000
SGR390 - Jordan River #2 Remodel	-	-	-	-	-	-	-	-
SGR391 - Commuter Rail Vehicle Rehab	15,000,000	-	12,000,000	-	-	-	-	3,000,000
SGR393 - Grade Crossing Replacement Program	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR397 - Traction Power Substation Component Replacement	-	-	-	-	-	-	-	-
SGR398 - Overhead Catenary System Rehab and Replacement	2,500,000	-	2,000,000	-	-	-	-	500,000
SGR401 - Ballast and Tie replacement	300,000	-	-	-	-	-	-	300,000
SGR403 - Train Control Rehab & Replacement	6,000,000	-	4,800,000	-	-	-	-	1,200,000
SGR404 - Rail Switches & Trackwork Controls Rehab/Replacement	3,300,000	-	2,640,000	-	-	-	-	660,000
SGR407 - Bus Stop Enhancements for ADA-compliance	1,818,000	-	-	-	-	-	-	1,818,000
SGR408 - UTA End of Line (EOL) Enhancements	550,000	-	440,000	-	-	-	-	110,000

2030 Details (DRAFT)

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award				Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
			Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
SGR409 - UTA Operator Restrooms	1,885,000	-	-	-	-	-	-	1,885,000
SGR410 - Wayside Fiber Rehab/Replacement	700,000	-	560,000	-	-	-	-	140,000
SGR411 - Farmington Station Ped Bridge Repairs	-	-	-	-	-	-	-	-
SGR412 - Power Control Cabinet Replacement Project	-	-	-	-	-	-	-	-
SGR413 - Traction Power Substation Building Rehab	-	-	-	-	-	-	-	-
SGR414 - Rail Grinding	-	-	-	-	-	-	-	-
SGR415 - Wheel-Rail Interface (WRIS) and System Rail Grinding Criteria Develop	-	-	-	-	-	-	-	-
Enterprise Strategy	3,150,000	-	-	-	-	-	-	3,150,000
ICI001 - Passenger Station Information Sign Replacement	-	-	-	-	-	-	-	-
ICI146 - FrontRunner WiFi Enhancements	-	-	-	-	-	-	-	-
ICI173 - JDE System Enhancements	-	-	-	-	-	-	-	-
ICI179 - Network Infrastructure Equipment & Software	500,000	-	-	-	-	-	-	500,000
ICI186 - In-House Application Development	150,000	-	-	-	-	-	-	150,000
ICI197 - SGR for Bus Communications On-Board Technology	-	-	-	-	-	-	-	-
ICI198 - Information and Cybersecurity Program	550,000	-	-	-	-	-	-	550,000
ICI199 - Rail Communication Onboard Tech	-	-	-	-	-	-	-	-
ICI201 - Server, Storage Infrastructure Equipment & Software	1,100,000	-	-	-	-	-	-	1,100,000
ICI202 - Radio Communication Infrastructure	-	-	-	-	-	-	-	-
ICI214 - Rail Car Automatic Passenger Counter Replacement	-	-	-	-	-	-	-	-
ICI224 - JDE 9.2 Applications Upgrade UNx	-	-	-	-	-	-	-	-
ICI226 - Radio Communication System	-	-	-	-	-	-	-	-
ICI230 - EAM/WM/RISC (Trapeze)	-	-	-	-	-	-	-	-
ICI232 - Trapeze PassWeb for Special Services	-	-	-	-	-	-	-	-
ICI233 - Technology Systems- State of Good Repair	150,000	-	-	-	-	-	-	150,000
ICI235 - ERP System Replacement Phase 2: Procurement	-	-	-	-	-	-	-	-
ICI236 - Electronic Communication System Rehab/Replacement	700,000	-	-	-	-	-	-	700,000
Executive Director (Safety)	770,000	-	-	-	-	-	-	770,000
FMA604 - Safety General Projects	120,000	-	-	-	-	-	-	120,000
FMA645 - Security Camera Sustainability	650,000	-	-	-	-	-	-	650,000
FMA658 - Bus Replacement Camera System	-	-	-	-	-	-	-	-
FMA681 - Electrical Arc Flash Hazard Analysis	-	-	-	-	-	-	-	-
ICI229 - TRAX and FrontRunner Vehicle Camera Installation	-	-	-	-	-	-	-	-
Finance	10,395,000	-	370,000	-	-	-	-	10,025,000
CDA006 - Coordinated Mobility 5310 Grant Administration All Funding Years	370,000	-	370,000	-	-	-	-	-
FMA686 - Warehouse Equipment Rehab and Replacement	25,000	-	-	-	-	-	-	25,000
ICI213 - eVoucher Phase 2	-	-	-	-	-	-	-	-
ICI222 - Fares Systems Replacement Program	-	-	-	-	-	-	-	-
ICI234 - Coordinated Mobility IT Support	-	-	-	-	-	-	-	-
MSP276 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2022	-	-	-	-	-	-	-	-
MSP277 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2022 UT-2023-02	-	-	-	-	-	-	-	-
MSP278 - Coordinated Mobility 5310 Grant-Provo/Orem FFY 2022 UT-2023-024	-	-	-	-	-	-	-	-
MSP279 - Coordinated Mobility 5310 Grant-Ogden/Layton FFY 2021 UT-2023-01	-	-	-	-	-	-	-	-
MSP280 - Coordinated Mobility 5310 Grant- Salt Lake City/West Valley FFY 2021	-	-	-	-	-	-	-	-
MSP281 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2021 UT-2023-023	-	-	-	-	-	-	-	-

2030 Details

Office/Projects	Sum of Total Budget- Rounded	Sum of Bond- Rounded	Sum of Grants - Award				Sum of Local Partner- Rounded	Sum of UTA Local- Rounded
			Executed- Rounded	Sum of Lease- Rounded	Sum of State- Rounded	Sum of TTIF- Rounded		
MSP299 - Coordinated Mobility 5310 Grant- FFY 2019/2020 UT-2021-009-01 P/	-	-	-	-	-	-	-	-
MSP302 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2024 UT-2025-00	-	-	-	-	-	-	-	-
MSP303 - Coordinated Mobility 5310 Grant- Ogden/Layton FFY 2023 UT-2024-01	-	-	-	-	-	-	-	-
MSP304 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2023 UT-2024-019	-	-	-	-	-	-	-	-
MSP305 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2023 UT-2025-003	-	-	-	-	-	-	-	-
MSP306 - Coordinated Mobility 5310 Grant- All Areas FFY 2026	-	-	-	-	-	-	-	-
MSP307 - Coordinated Mobility 5310 Grant- All Areas FFY 2025	-	-	-	-	-	-	-	-
MSP308 - Coordinated Mobility 5310 Grant- Salt Lake FFY 2024 UT-2025-001	-	-	-	-	-	-	-	-
MSP309 - Coordinated Mobility 5310 Grant- Provo/Orem FFY 2024 UT-2025-005	-	-	-	-	-	-	-	-
MSP999 - Capital Contingency	5,000,000	-	-	-	-	-	-	5,000,000
REV239 - HB322 Future Rail Car Purchase Payment	5,000,000	-	-	-	-	-	-	5,000,000
Operations	6,800,000	-	3,480,000	-	-	-	-	3,320,000
FMA543 - Police Vehicle Replacement/Expansion	1,000,000	-	800,000	-	-	-	-	200,000
FMA652 - Facilities Equipment Replacement	800,000	-	-	-	-	-	-	800,000
FMA653 - Facilities Rehab/Replacement	670,000	-	-	-	-	-	-	670,000
FMA672 - Park & Ride Rehab/Replacement	480,000	-	-	-	-	-	-	480,000
FMA673 - Stations and Platforms Rehab/Replacement	500,000	-	-	-	-	-	-	500,000
FMA684 - Police Equipment	350,000	-	280,000	-	-	-	-	70,000
FMA685 - Wheel Truing Machine- Jordan River Service Center	-	-	-	-	-	-	-	-
FMA689 - New Bid Trailer for Meadowbrook Building 7	-	-	-	-	-	-	-	-
FMA691 - FuelMaster Installation at Meadowbrook and Mt Ogden	-	-	-	-	-	-	-	-
FMA703 - Police Records Management System/Computer Aided Dispatch System	-	-	-	-	-	-	-	-
FMA704 - Mt Ogden Maintenance Building Floor Restoration	-	-	-	-	-	-	-	-
MSP210 - FrontRunner Bike Rack project	-	-	-	-	-	-	-	-
SGR386 - Light Rail Vehicle Accident Repair- Vehicles 1137 & 1122	-	-	-	-	-	-	-	-
SGR416 - Light Rail Vehicle Collision Avoidance System	3,000,000	-	2,400,000	-	-	-	-	600,000
SGR417 - Light Rail Vehicle Accident Repair- Vehicle 1168	-	-	-	-	-	-	-	-
People	-	-	-	-	-	-	-	-
FMA705 - HEP Training Engine Power Bank for Maintenance Training	-	-	-	-	-	-	-	-
ICI228 - Human Resource Information System Implementation	-	-	-	-	-	-	-	-
MSP310 - Bus Operations Training Simulator	-	-	-	-	-	-	-	-
MSP318 - Maintenance of Way Apprenticeship & Training	-	-	-	-	-	-	-	-
Planning & Engagement	1,445,000	-	-	-	-	-	-	1,445,000
MSP198 - Customer Experience and Wayfinding Plan	600,000	-	-	-	-	-	-	600,000
MSP268 - Optical Detection Next Steps	-	-	-	-	-	-	-	-
MSP270 - Transit Signal Priority On Board Units (TOBU) Project	445,000	-	-	-	-	-	-	445,000
MSP285 - Bus Speed and Reliability Program (BSRP)	100,000	-	-	-	-	-	-	100,000
MSP294 - Planning Studies	300,000	-	-	-	-	-	-	300,000
MSP314 - Capital and project development expenses for IMS services	-	-	-	-	-	-	-	-
MSP329 - (Grant Dependent) Bus scanning safety project	-	-	-	-	-	-	-	-
MSP330 - 2026 Microtransit Vehicle Upfitting	-	-	-	-	-	-	-	-
REV234 - Tooele County Microtransit & Vehicle Electrification	-	-	-	-	-	-	-	-
Grand Total	104,254,000	4,690,000	30,911,000	26,361,000	700,000	2,151,000	21,000	39,420,000

2026-2030 Five Year Capital Plan (Draft)

Sum of Total Budget- Rounded	Column Labels					
Office/Projects	2026	2027	2028	2029	2030	Grand Total
Capital Services	276,763,000	219,471,000	180,425,000	142,615,000	81,694,000	900,968,000
FMA516 - Corridor Fencing	50,000	50,000	50,000	50,000	50,000	250,000
FMA679 - Building Remodels/Reconfigurations	1,190,000	1,040,000	540,000	500,000	500,000	3,770,000
FMA680 - Suicide Prevention Research Project	-	-	-	-	-	-
FMA687 - Layton Station Improvements	-	-	-	-	-	-
FMA688 - Lab Building FLHQ Demolition/Parking Lot	375,000	-	-	-	-	375,000
FMA690 - Facility Program Development & Design	150,000	-	-	-	-	150,000
FMA693 - Meadowbrook Bus Charging Infrastructure	2,336,000	-	-	-	-	2,336,000
FMA694 - Electric Bus Chargers	20,000	-	-	-	-	20,000
FMA695 - Facility Program	-	-	-	-	-	-
FMA696 - Ogden Fueling System Replacement	2,010,000	-	-	-	-	2,010,000
FMA697 - Facility Strategic Plan: Fire Alarm Systems Remediation	1,199,000	-	-	-	-	1,199,000
FMA698 - Midvale RSC Operations work space and amenity remodel	-	589,000	-	-	-	589,000
FMA699 - Facility Strategic Plan: Electrical Systems Remediation	1,395,000	3,008,000	3,008,000	1,613,000	-	9,024,000
FMA700 - Elevator Replacements- Farmington Station	-	50,000	600,000	-	-	650,000
FMA701 - Escalators Replacement- North Temple Station	400,000	4,250,000	-	-	-	4,650,000
FMA702 - Aboveground Storage Tanks Product Lines Replacement	320,000	-	-	-	-	320,000
MSP132 - Internal Project Control System Tech Support	35,000	35,000	35,000	35,000	35,000	175,000
MSP140 - Box Elder County Corridor Preservation	1,000,000	1,000,000	500,000	-	-	2,500,000
MSP156 - Prop 1 Davis County Bus Stop Improvements	100,000	-	-	-	-	100,000
MSP185 - OGX BRT	3,500,000	-	-	-	-	3,500,000
MSP189 - Signal Pre-emption Projects w/UDOT	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP193 - Weber County Corridor Preservation	1,200,000	1,200,000	1,200,000	1,200,000	-	4,800,000
MSP202 - (Grant Dependent) Davis-SLC Community Connector	5,000,000	21,618,000	4,860,000	1,415,000	94,000	32,987,000
MSP205 - TIGER Program of Projects	-	-	-	-	-	-
MSP207 - 3300/3500 South Bus Stop and Transit Signal Priority Optimization	-	-	-	-	-	-
MSP208 - Clearfield FrontRunner Station Trail	200,000	-	-	-	-	200,000
MSP215 - Sharp/Tintic Rail Corridor Connection	1,500,000	70,000	70,000	-	-	1,640,000
MSP216 - Point of the Mountain Transit	231,000	200,000	200,000	200,000	2,102,000	2,933,000
MSP224 - Utah County ADA Bus Stop Improvements	-	-	-	-	-	-
MSP229 - Salt Lake County Bus Stop Improvements/Construction	511,000	511,000	10,000	10,000	10,000	1,052,000
MSP248 - Planning & Environmental Analysis	300,000	300,000	300,000	300,000	300,000	1,500,000
MSP252 - FrontRunner 2X	6,856,000	8,156,000	2,693,000	2,693,000	-	20,398,000
MSP253 - MVX BRT	31,715,000	3,681,000	-	-	-	35,396,000
MSP254 - TRAX Orange Line Implementation and Red Line Realignment	100,000	100,000	100,000	100,000	100,000	500,000
MSP255 - Central Corridor	-	-	-	-	-	-
MSP258 - Mt Ogden Administration Building	11,062,000	15,500,000	2,738,000	-	-	29,300,000
MSP259 - S-Line Extension	30,086,000	1,285,000	-	-	-	31,371,000
MSP260 - 5600 West Bus Route	3,200,000	17,000,000	1,500,000	-	-	21,700,000
MSP262 - Salt Lake Central Headquarters & Station Redevelopment	760,000	-	-	-	-	760,000
MSP263 - Transit Oriented Development Working Capital	1,662,000	688,000	688,000	688,000	688,000	4,414,000
MSP264 - FrontRunner South Extension	2,300,000	300,000	300,000	300,000	-	3,200,000
MSP265 - Program Management Support	4,000,000	3,730,000	3,730,000	3,730,000	3,730,000	18,920,000
MSP267 - New Maintenance Training Facility	7,250,000	-	-	-	-	7,250,000