Utah Transit Authority Five-Year Capital Plan 2022-2026



1Introduction

1.1 Purpose of document

Utah Transit Authority Board of Trustees Policy No. 2.1 Financial Management, requires the Executive Director to develop a five-year capital plan and update it every year for inclusion in the annual budget process discussions and approvals. The plan must be fiscally constrained and maintain all assets in a state of good repair to protect the Authority's capital investments, maintain safety and minimize future maintenance and replacement costs. Five-year forecasts help mitigate challenges of applying a one-year budget to multi-year projects, and also helps in long-range budget planning, including setting of priorities.

1.2 Definition of Capital Projects

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

Examples of capital projects include:

- New construction (new transit infrastructure, facilities, buildings or major additions, including studies/design to support future project construction)
- Building repairs, renovations, demolition, or upgrades
- Major maintenance (capital renewal and deferred maintenance)
- Safety, ADA, or Legal Compliance construction projects
- Energy conservation improvements
- Grounds improvement
- Real Estate Acquisition or Leasing
- Vehicles
- HVAC/Reroofing Projects
- Telecommunication and Information Technology systems (hardware and/or software)

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• New or replacement equipment or furniture

2 Five-year Capital Plan Development Process

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

2.1 Project Requests

New project requests are submitted annually and prioritized by management for funding consideration. The proposed project should meet a specific objective such as a mobility need, state of good repair or infrastructure need or requirement, and be consistent with UTA's overall strategic plan and goals.

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

2.2 Project Prioritization

Completed project requests are compiled then prioritized by management. Prioritization considerations encompass UTA's Strategic Goals and Objectives including:

- Service
 - Leveraging grants and other partner funds
 - Contributing to system improvements
- Stewardship
 - Maintaining a State of Good Repair
 - Assuring a safe system
- People
 - Benefits to UTA patrons
 - Benefits to UTA employees

Projects with a lower priority may be reduced in scope or moved to subsequent years as necessary. Once prioritized, the draft 5-year plan is submitted to the Executive Team for review. Requests are trimmed as needed to meet the anticipated 5-year budget resources, which is based on committed or reasonably foreseeable funding sources.

3 Proposed Capital Plan

Overview

UTA's capital plan is focused on delivery of projects. A key consideration in developing funding allocations is the agency's project delivery capacity after considering available resources.

As part of the 2022-2026 Five Year Capital Plan, projects have been classified into an "Active" or "Proposed" status. "Active" projects are projects UTA is actively pursuing and has allocated funding. "Proposed" projects are projects that have been identified but do not have all the resources necessary to deliver the project. Resources include:

- Funding
- Detailed Project Scope
- Comprehensive budget estimates
- High-level project delivery schedule
- Adequate personnel to deliver project

As those resources become available and the agency wishes to advance a project to the active classification, the Project Manager or Director/Regional General Manager will coordinate with those individuals responsible for getting a project added to the capital budget and prepare the necessary material for the Board to consider to approve the request to advance the project(s). This would typically occur during the annual budget development process, but could be advanced after consultation with the Local Advisory Council and Board approval.

The 2022-2026 capital requests have been compiled and prioritized. Tables showing the proposed capital budget by year are presented below in year of expenditure dollars, as well as overall 5-year summaries by both project type and funding source. Attachment A shows the detailed list of projects proposed to be funded, including the annual and 5-year budget, anticipated grant and local partner funds, and the required UTA funds for each project.

The proposed capital plan for 2022 will be incorporated into UTA's proposed 2022 annual budget. Any new, unforeseen items that come up during the year will be considered for annual budget adjustments or amendments as needed.

In the following tables, any discrepancy between the proposed budget and source funds is currently being pursued through the grant applications.

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Proposed 2022 Capital Budget Summary

Project Categories	2022 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	\$1,762,653	\$1,433,047	\$299,606	\$30,000
Asset Management- Facilities	\$4,600,000	\$0	\$0	\$4,600,000
Asset Management- Rail Infrastructure	\$9,300,000	\$0	\$0	\$9,300,000
Asset Management- Rail Systems	\$18,590,000	\$0	\$365,000	\$18,225,000
Asset Management- Vehicle New Purchase	\$23,625,911	\$4,983,108	\$0	\$18,642,803
Asset Management- Vehicle Rehabilitation	\$14,471,775	\$763,779	\$0	\$13,707,996
Information Technology	\$13,614,900	\$5,600,000	\$0	\$8,014,900
Major Capital Project	\$101,872,107	\$25,498,435	\$42,368,217	\$34,005,455
Other Capital Projects	\$35,071,195	\$10,012,556	\$5,497,003	\$19,561,636
Property/TOD/Real Estate	\$6,040,000	\$0	\$0	\$6,040,000
Safety & Security/Police	\$2,068,061	\$0	\$0	\$2,068,061
Grand Total	\$231,016,602	\$48,290,925	\$48,529,826	\$134,195,851

*UTA 2022 funds include: \$35,000,000 in bonds and approximately \$15,832,000 in leasing

Proposed 2023 Capital Budget Summary

Project Categories	2023 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	\$306,420	\$306,420	\$0	\$0
Asset Management- Facilities	\$7,450,000	\$0	\$0	\$7,450,000
Asset Management- Rail Infrastructure	\$4,075,000	\$0	\$0	\$4,075,000
Asset Management- Rail Systems	\$22,875,000	\$12,144,282	\$0	\$10,730,718
Asset Management- Vehicle New Purchase	\$66,993,075	\$14,902,000	\$1,431,824	\$50,659,251
Asset Management- Vehicle Rehabilitation	\$16,149,275	\$3,350,000	\$0	\$12,799,275
Information Technology	\$23,057,654	\$13,643,800	\$0	\$9,413,854
Major Capital Project	\$169,847,501	\$30,647,528	\$88,856,158	\$3,303,815
Other Capital Projects	\$45,704,200	\$11,597,910	\$5,554,203	\$24,212,087
Property/TOD/Real Estate	\$40,000	\$0	\$0	\$40,000
Safety & Security/Police	\$1,487,476	\$0	\$0	\$1,487,476
Grand Total	\$357,985,601	\$86,591,940	\$95,842,185	\$124,171,476

*UTA 2023 funds include: approximately \$5,256,000 in bonds and \$41,921,000 in leasing

Proposed 2024 Capital Budget Summary

Project Categories	2024 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	\$0	\$0	\$0	\$0
Asset Management- Facilities	\$6,700,000	\$0	\$0	\$6,700,000
Asset Management- Rail Infrastructure	\$3,300,000	\$0	\$0	\$3,300,000
Asset Management- Rail Systems	\$17,966,500	\$13,100,000	\$0	\$4,866,500
Asset Management- Vehicle New Purchase	\$55,148,832	\$0	\$0	\$55,148,832
Asset Management- Vehicle Rehabilitation	\$16,685,150	\$2,400,000	\$0	\$14,285,150
Information Technology	\$25,184,865	\$11,689,700	\$0	\$13,495,165
Major Capital Project	\$112,323,299	\$0	\$82,323,299	\$5,000,000
Other Capital Projects	\$30,221,600	\$2,547,312	\$3,856,324	\$21,897,964
Property/TOD/Real Estate	\$40,000	\$0	\$0	\$40,000
Safety & Security/Police	\$1,233,224	\$0	\$0	\$1,233,224
Grand Total	\$268,803,470	\$29,737,012	\$86,179,623	\$125,966,835

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*UTA 2024 funds include: \$0 in bonds and approximately \$57,799,000 in leasing

Proposed 2025 Capital Budget Summary

Project Categories	2025 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	\$0	\$0	\$0	\$0
Asset Management- Facilities	\$4,450,000	\$0	\$0	\$4,450,000
Asset Management- Rail Infrastructure	\$6,650,000	\$0	\$0	\$6,650,000
Asset Management- Rail Systems	\$9,687,500	\$5,000,000	\$0	\$4,687,500
Asset Management- Vehicle New Purchase	\$48,700,000	\$0	\$0	\$48,700,000
Asset Management- Vehicle Rehabilitation	\$18,581,775	\$2,400,000	\$10,581,775	\$5,600,000
Information Technology	\$10,831,069	\$0	\$0	\$10,831,069
Major Capital Project	\$117,500,000	\$0	\$105,000,000	\$5,000,000
Other Capital Projects	\$24,926,600	\$2,340,018	\$6,716,979	\$15,869,603
Property/TOD/Real Estate	\$40,000	\$0	\$0	\$40,000
Safety & Security/Police	\$1,100,000	\$0	\$0	\$1,100,000
Grand Total	\$242,466,944	\$9,740,018	\$122,298,754	\$102,928,172

*UTA 2025 funds include: \$0 in bonds and \$51,200,000 in leasing

Proposed 2026 Capital Budget Summary

Project Categories	2026 Proposed Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	\$0	\$0	\$0	\$0
Asset Management- Facilities	\$1,850,000	\$0	\$0	\$1,850,000
Asset Management- Rail Infrastructure	\$4,900,000	\$0	\$0	\$4,900,000
Asset Management- Rail Systems	\$5,525,000	\$750,000	\$0	\$4,775,000
Asset Management- Vehicle New Purchase	\$26,050,000	\$0	\$0	\$26,050,000
Asset Management- Vehicle Rehabilitation	\$21,000,000	\$2,400,000	\$10,500,000	\$8,100,000
Information Technology	\$4,821,676	\$0	\$0	\$4,821,676
Major Capital Project	\$66,500,000	\$0	\$54,000,000	\$5,000,000
Other Capital Projects	\$20,100,000	\$0	\$5,000,000	\$15,100,000
Property/TOD/Real Estate	\$40,000	\$0	\$0	\$40,000
Safety & Security/Police	\$795,000	\$0	\$0	\$795,000
Grand Total	\$151,581,676	\$3,150,000	\$69,500,000	\$71,431,676

*UTA 2026 funds include: \$0 in bonds and \$29,400,000 in leasing

Proposed 5-Year Capital Plan Summary by Project Category

Project Categories	Proposed 5-Year Budget	Grants	State/Local Partners	UTA Funds*
5310 Project	\$2,069,073	\$1,739,467	\$299,606	\$30,000
Asset Management- Facilities	\$25,050,000	\$0	\$0	\$25,050,000
Asset Management- Rail Infrastructure	\$28,225,000	\$0	\$0	\$28,225,000
Asset Management- Rail Systems	\$74,644,000	\$30,994,282	\$365,000	\$43,284,718
Asset Management- Vehicle New Purchase	\$220,517,818	\$19,885,108	\$1,431,824	\$199,200,886
Asset Management- Vehicle Rehabilitation	\$86,887,975	\$11,313,779	\$0	\$75,574,196
Information Technology	\$77,510,164	\$30,933,500	\$0	\$46,576,664
Major Capital Project	\$568,042,907	\$56,145,963	\$372,547,674	\$52,309,270
Other Capital Projects	\$156,023,595	\$26,497,796	\$23,624,509	\$99,641,290
Property/TOD/Real Estate	\$6,200,000	\$0	\$0	\$6,200,000
Safety & Security/Police	\$6,683,761	\$0	\$0	\$6,683,761
Grand Total	\$1,251,854,293	\$177,509,895	\$398,268,613	\$582,775,785

*UTA 5-year funds include: approximately \$40,256,000 in bonds and \$199,551,000 in leasing

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Proposed 5-Year Capital Plan Summary by Year

Year	Proposed Budget	Grants	State/Local Partners	UTA Funds*
2022	\$231,016,602	\$48,290,925	\$48,529,826	\$134,195,851
2023	\$357,985,601	\$86,591,940	\$95,842,185	\$124,171,476
2024	\$268,803,470	\$29,737,012	\$86,179,623	\$125,966,835
2025	\$242,466,944	\$9,740,018	\$122,298,754	\$102,928,172
2026	\$151,581,676	\$3,150,000	\$69,500,000	\$71,431,676
Total	\$1,251,554,293	\$177,509,895	\$398,268,613	\$582,475,785

*UTA funds include: \$40,256,000 in bonds and \$199,551,000 in leasing

4 Five-Year Plans

The five-year capital plan will be updated annually. Cost estimates and potential funding sources for projects are more accurate the closer they are to year of expenditure; therefore, in addition to including new project requests each year, the plan will be updated as necessary to adjust project costs and year of expenditure as they become more refined for each project. Funding sources and amounts will also be updated as they become more certain.

Approval of the 5-year capital plan will authorize the Agency to enter contracts for those projects that are multi-year in nature.

This 5-year capital plan will inform the ongoing updates to regional transportation plans and associated implementation funding plans prepared by the metropolitan planning organizations within UTA's service area.

4.1 Project Requests

A number of the projects in the 5-year plan assume that significant local, state, and/or federal funds may become available. If those funds do not materialize, the project would need to be delayed until such time as additional funding could be secured. These projects include:

- Midvalley BRT: Federal Transit Administration Small Starts grant anticipated
- SL-Central Headquarters: Significant Local Partner contributions anticipated
- Point of the Mountain Transit: Significant State and/or Federal funds anticipated

For any new capital development project, such as the Mid-Valley BRT, Point of the Mountain Transit, or S-Line Extension, the locally preferred alternative and the funding plan would have to be presented to the UTA Advisory Council and recommended for approval before the project construction could advance.

The details of the UTA 2022 through 2026 Five-year Capital Plan are presented in the attached tables.

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Attachment A

UTA 5-Year Capital Plan - Project Detail

2022 through 2026

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UTA 5- Year Capital Plan: 2022-2026 Summary

D	2022 Proposed	2022 Total UTA	2023 Proposed	2023 Total UTA	2024 Proposed	2024 Total UTA	2025 Proposed	2025 Total UTA	2026 Proposed	2026 Total UTA	5- Year Proposed	
Program/Project Name 5310 Project	Budget \$1,762,653	Funds \$30,000	Budget \$306,420	Funds \$0	Budget \$0	Funds \$0	Budget \$0	Funds \$0	Budget \$0	Funds \$0	Budget \$2,069,073	Funds \$30,000
CDA006- 5310 Admin Funds ICI213- E Voucher Phase 2	\$294,522 \$538,200	\$0 \$30.000	\$306,420 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$600,942 \$538,200	\$0 \$30.000
MSP249- FY19/20 - 5310 Funds - SL/WV	\$479,576	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$479,576	\$30,000
MSP250- FY19/20 - 5310 Funds - O/L MSP251- FY19/20 - 5310 Funds - P/O	\$269,175 \$181,180	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$269,175 \$181,180	\$0 \$0
Asset Management- Facilities	\$4,600,000	\$4,600,000	\$7,450,000	\$7,450,000	\$6,700,000	\$6,700,000	\$4,450,000	\$4,450,000	\$1,850,000	\$1,850,000	\$25,050,000	\$25,050,000
FMA559- Office Equipment Reserve FMA652- Equipment Managed Reserve	\$100,000 \$1.000.000	\$100,000 \$1,000,000	\$100,000 \$500,000	\$100,000 \$500,000	\$100,000 \$500,000	\$100,000 \$500,000	\$100,000 \$1,000,000	\$100,000 \$1,000,000	\$100,000 \$500,000	\$100,000 \$500,000	\$500,000 \$3,500,000	\$500,000 \$3,500,000
FMA652- Equipment Wanaged Reserve	\$1,500,000	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$2,000,000	\$2,000,000	\$0	\$300,000	\$5,500,000	\$5,500,000
FMA672- Park and Ride Rehab/Replacement FMA673- Stations and Platforms Rehab/Replace	\$750,000	\$750,000 \$500,000	\$500,000 \$250,000	\$500,000	\$750,000	\$750,000 \$250,000	\$1,000,000	\$1,000,000 \$250,000	\$500,000	\$500,000 \$500,000	\$3,500,000	\$3,500,000
FMA679- Building Remodels/Reconfiguration	\$500,000 \$250,000	\$250,000	\$100,000	\$250,000 \$100,000	\$250,000 \$100,000	\$100,000	\$250,000 \$100,000	\$100,000	\$500,000 \$250,000	\$250,000	\$1,750,000 \$800,000	\$1,750,000 \$800,000
NP-51- Warm Springs Sewer Line Relocation SGR392- FR Snow Melt System Replacement	\$500,000	\$500,000	\$0	\$0	\$0 \$4.000.000	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Asset Management- Rail Infrastructure	\$0 \$9,300,000	\$0 \$9,300,000	\$5,000,000 \$4,075,000	\$5,000,000 \$4,075,000	\$3,300,000	\$4,000,000 \$3,300,000	\$0 \$6,650,000	\$0 \$6,650,000	\$0 \$4,900,000	\$0 \$4,900,000	\$28,225,000	\$9,000,000 \$28,225,000
MSP257- Gap filler on FR stations SGR359- Bridge Rehabilitation & Maintenance	\$750,000 \$300.000	\$750,000 \$300.000	\$0 \$450.000	\$0 \$450.000	\$0 \$300.000	\$0 \$300.000	\$0 \$400,000	\$0 \$400.000	\$0 \$400.000	\$0 \$400,000	\$750,000 \$1.850.000	\$750,000 \$1,850,000
SGR355- Bridge Renabilitation & Mantenance SGR385- Rail Rehab and Replacement	\$5,500,000	\$5,500,000	\$1,375,000	\$450,000 \$1,375,000	\$750,000	\$750,000	\$4,000,000	\$400,000	\$2,000,000	\$400,000	\$1,850,000	\$1,850,000 \$13,625,000
SGR393- Grade Crossings Rehab/Replacement	\$2,500,000	\$2,500,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,500,000	\$2,500,000	\$11,000,000	\$11,000,000
SGR401- Ballast and Ties Rehab/Replacement Asset Management- Rail Systems	\$250,000 \$18,590,000	\$250,000 \$18,225,000	\$250,000 \$22,875,000	\$250,000 \$10,730,718	\$250,000 \$17,966,500	\$250,000 \$4,866,500	\$250,000 \$9,687,500	\$250,000 \$4,687,500	\$0 \$5,525,000	\$0 \$4,775,000	\$1,000,000 \$74,644,000	\$1,000,000 \$43,284,718
MSP189- Signal Pre-emption Projects w/UDOT	\$365,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$365,000	\$0
SGR047- Stray Current Mitigation SGR397- Traction Power Rehab/Replacement	\$525,000 \$10,000,000	\$525,000 \$10,000,000	\$525,000 \$17,400,000	\$525,000 \$5,255,718	\$462,500 \$13,100,000	\$462,500 \$0	\$462,500 \$5,000,000	\$462,500 \$0	\$525,000 \$750,000	\$525,000 \$0	\$2,500,000 \$46,250,000	\$2,500,000 \$15,255,718
SGR398- OCS Wire Survey	\$2,700,000	\$2,700,000	\$950,000	\$950,000	\$904,000	\$904,000	\$925,000	\$925,000	\$925,000	\$925,000	\$6,404,000	\$6,404,000
SGR403- Train Control Rehab/Replacement SGR404- Rail Switches/Trackwork Controls	\$3,000,000 \$2,000,000	\$3,000,000 \$2,000,000	\$2,000,000 \$2,000,000	\$2,000,000 \$2,000,000	\$1,500,000 \$2,000,000	\$1,500,000 \$2,000,000	\$1,300,000 \$2,000,000	\$1,300,000 \$2,000,000	\$1,325,000 \$2,000,000	\$1,325,000 \$2,000,000	\$9,125,000 \$10,000,000	\$9,125,000 \$10,000,000
Asset Management- Vehicle New Purchase	\$23,625,911	\$18,642,803	\$66,993,075	\$50,659,251	\$55,148,832	\$55,148,832	\$48,700,000	\$48,700,000	\$26,050,000	\$26,050,000	\$220,517,818	\$199,200,886
NP-52- VW battery buses REV205- Non-Rev Service Vehicle Replace	\$7,118,748 \$650,000	\$2,135,640 \$650,000	\$22,030,000 \$750,000	\$9,918,000 \$750,000	\$0 \$350,000	\$0 \$350,000	\$0 \$500,000	\$0 \$500,000	\$0 \$750,000	\$0 \$750,000	\$29,148,748 \$3,000,000	\$12,053,640 \$3,000,000
REV209- Paratransit Vehicle Replacment	\$3,125,376	\$3,125,376	\$3,199,593	\$3,199,593	\$3,275,592	\$3,275,592	\$3,400,000	\$3,400,000	\$3,400,000	\$3,400,000	\$16,400,561	\$16,400,561
REV211- Bus Replacement REV212- Park City Lo/No Grant	\$11,307,289 \$0	\$11,307,289 \$0	\$35,200,000 \$4,542,522	\$35,200,000 \$320,698	\$50,100,000 \$0	\$50,100,000 \$0	\$43,000,000 \$0	\$43,000,000 \$0	\$20,200,000 \$0	\$20,200,000 \$0	\$159,807,289 \$4,542,522	\$159,807,289 \$320,698
REV232- Van Pool Replacement	\$1,424,498	\$1,424,498	\$1,270,960	\$1,270,960	\$1,423,240	\$1,423,240	\$1,800,000	\$1,800,000	\$1,700,000	\$1,700,000	\$7,618,698	\$7,618,698
Asset Management- Vehicle Rehabilitation NP-16- GPS Telemetrics System	\$14,471,775 \$440,000	\$13,707,996 \$440,000	\$16,149,275 \$0	\$12,799,275 \$0	\$16,685,150 \$0	\$14,285,150 \$0	\$18,581,775 \$0	\$5,600,000 \$0	\$21,000,000 \$0	\$8,100,000 \$0	\$86,887,975 \$440,000	\$75,574,196 \$440,000
REV224- Bus Engine/Trans/Comp Rehab/Replace	\$2,000,000	\$2,000,000	\$3,000,000	\$600,000	\$3,000,000	\$600,000	\$3,000,000	\$600,000	\$3,000,000	\$600,000	\$14,000,000	\$4,400,000
REV233- Comet Car Replacement SGR040- Light Rail Vehicle Rebab	\$0 \$7,181,775	\$0 \$7,181,775	\$2,250,000	\$2,250,000	\$3,000,000 \$8,285,150	\$3,000,000	\$3,000,000	\$3,000,000 \$0	\$7,500,000	\$7,500,000 \$0	\$15,750,000	\$15,750,000
SGR353- Commuter Rail Engine Overhaul	\$2,500,000	\$1,736,221	\$7,699,275 \$1,500,000	\$7,699,275 \$550,000	\$0	\$8,285,150 \$0	\$10,581,775 \$0	\$0	\$10,500,000 \$0	\$0	\$44,247,975 \$4,000,000	\$44,247,975 \$2,286,221
SGR386- LRV Accident Repair	\$1,600,000	\$1,600,000	\$700,000	\$700,000	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$2,700,000	\$2,700,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	\$750,000	\$750,000	\$1,000,000	\$1,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$0	\$5,750,000	\$5,750,000
Information Technology ICI001- Passenger Information	\$13,614,900	\$8,014,900	\$23,057,654	\$9,413,854	\$25,184,865	\$13,495,165	\$10,831,069	\$10,831,069	\$4,821,676	\$4,821,676	\$77,510,164	\$46,576,664
ICI001- Passenger Information ICI005- EFC Rehab and Replacement	\$750,000 \$225,000	\$750,000 \$225,000	\$2,000,000 \$300,000	\$400,000 \$300,000	\$350,000 \$0	\$350,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,100,000 \$525,000	\$1,500,000 \$525,000
ICI146- FrontRunner WiFi Enhancements	\$350,000	\$350,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000	\$350,000	\$850,000	\$850,000
ICI173- JDE System Enhancement ICI179- Network & Infrastructure Equipment	\$50,000 \$398,900	\$50,000 \$398,900	\$50,000 \$278,404	\$50,000 \$278,404	\$50,000 \$296,740	\$50,000 \$296,740	\$50,000 \$280,704	\$50,000 \$280,704	\$0 \$278,716	\$0 \$278,716	\$200,000 \$1,533,464	\$200,000 \$1,533,464
ICI183- Legal SW	\$30,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000
ICI186- In-house App Dev. & Enhancements ICI191- IT Managed Reserved (formerly IT Pool)	\$50,000 \$300.000	\$50,000 \$300.000	\$200,000 \$350.000	\$200,000 \$350.000	\$200,000 \$400.000	\$200,000 \$400.000	\$200,000 \$400.000	\$200,000 \$400.000	\$200,000 \$400.000	\$200,000 \$400.000	\$850,000 \$1.850.000	\$850,000 \$1.850.000
ICI197- Bus Communication On-Board Tech	\$85,000	\$85,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$200,000	\$200,000	\$585,000	\$585,000
	6440.000	A 440.000	4445 000	4445 000	4240.000	6340.000	6353.000	4353.000	6475 000	4475.000	64 000 000	64 000 000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security) ICI199- Rail Communication On-Board Tech	\$410,000 \$80,000	\$410,000 \$80,000	\$445,000 \$100,000	\$445,000 \$100,000	\$210,000 \$100,000	\$210,000 \$100,000	\$260,000 \$100,000	\$260,000 \$100,000	\$475,000 \$100,000	\$475,000 \$100,000	\$1,800,000 \$480,000	\$1,800,000 \$480,000
ICI201- Server, Storage Infrastructure Eq & SW	\$556,000	\$556,000	\$594,000	\$594,000	\$473,000	\$473,000	\$165,000	\$165,000	\$186,000	\$186,000	\$1,974,000	\$1,974,000
ICI202- Radio Communication Infrastructure ICI214- Init APC Upgrade	\$100,000 \$0	\$100,000 \$0	\$100,000 \$335,500	\$100,000 \$335,500	\$100,000 \$243,000	\$100,000 \$243,000	\$100,000 \$243,000	\$100,000 \$243,000	\$100,000 \$262,600	\$100,000 \$262,600	\$500,000 \$1,084,100	\$500,000 \$1,084,100
ICI217- Transit Management Sytem	\$2,400,000	\$2,400,000	\$950,000	\$950,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,350,000	\$3,350,000
NP-1- New Radio Communication System NP-14- Fares Systems Replacement Program	\$0 \$7,000,000	\$0 \$1,400,000	\$2,000,000 \$15,054,750	\$2,000,000 \$3,010,950	\$8,000,000 \$14,612,125	\$8,000,000 \$2,922,425	\$500,000 \$8,382,365	\$500,000 \$8,382,365	\$0 \$1,999,360	\$0 \$1,999,360	\$10,500,000 \$47,048,600	\$10,500,000 \$17,715,100
NP-45- ERP / HCM and Maintenance System External Needs												
Review NP-46- JDE 9.2. Application Upgrade - UNx	\$150,000 \$250,000	\$150,000 \$250,000	\$150,000 \$0	\$150,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$300,000 \$250,000	\$300,000 \$250,000
NP-47- SharePoint 2016 Migration to SharePoint Online												
Support NP-54- Customer Relations Software Replacement	\$60,000 \$370,000	\$60,000 \$370,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$270,000	\$0 \$270,000	\$60,000 \$640,000	\$60,000 \$640,000
Major Capital Project	\$101,872,107	\$34,005,455	\$169,847,501	\$3,303,815	\$112,323,299	\$5,000,000	\$117,500,000	\$5,000,000	\$66,500,000	\$5,000,000	\$568,042,907	\$52,309,270
MSP102- Depot District MSP185- Ogden/Weber State University BRT	\$32,562,000 \$25,465,107	\$25,387,170 \$4,800,000	\$12,000,000 \$17,402,501	\$188,661 \$1,365,154	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$44,562,000 \$42,867,608	\$25,575,831 \$6,165,154
MSP205- TIGER Program of Projects	\$8,206,000	\$2,281,300	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,706,000	\$2,281,300
MSP215- Sharp-Tintic Rail Connection MSP216- Point of Mountain AA/EIS	\$1,439,000	\$36,985	\$8,695,000	\$0	\$123,299	\$0 \$0	\$0	\$0	\$0 \$0	\$0	\$10,257,299 \$6.000.000	\$36,985
MSP210- Point of Mountain Advers MSP252- FrontRunner Double Tracking	\$3,000,000 \$15,000,000	\$0 \$1,500,000	\$3,000,000 \$47,250,000	\$1,000,000 \$750,000	\$0 \$91,000,000	\$5,000,000	\$0 \$117,500,000	\$0 \$5,000,000	\$66,500,000	\$0 \$5,000,000	\$337,250,000	\$1,000,000 \$17,250,000
MSP253- Mid-Valley Connector MSP259- S-Line Extension	\$15,000,000 \$1,200.000	\$0 \$0	\$70,000,000 \$9,000,000	\$0 \$0	\$20,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$105,000,000 \$11,400,000	\$0 \$0
Other Capital Projects	\$1,200,000	\$19,561,636	\$45,704,200	\$24,212,087	\$30,221,600	\$21,897,964	\$24,926,600	\$15,869,603	\$20,100,000	\$15,100,000	\$156,023,595	\$99,641,290
MSP122- Positive Train Control	\$302,000	\$302,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$302,000	\$302,000
MSP132- Technical Support for IPCS Maintenance and Enhancements	\$85,000	\$85,000	\$85,000	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	\$170,000	\$170,000
MSP140- Box Elder Right of Way Preservation	\$3,500,000	\$0	\$3,500,000	\$0	\$3,500,000	\$0	\$3,500,000	\$0	\$3,500,000	\$0	\$17,500,000	\$0
MSP194- 650 South Station MSP198- Wayfinding Signage	\$150,000 \$300,000	\$150,000 \$300,000	\$0 \$300,000	\$0 \$300,000	\$0 \$300,000	\$0 \$300,000	\$0 \$300,000	\$0 \$300,000	\$0 \$300,000	\$0 \$300,000	\$150,000 \$1,500,000	\$150,000 \$1,500,000
MSP202- Davis-SLC Community Connector	\$300,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
MSP227- Meadowbrook Expansion MSP233- North Temple EOL (SLC CMAQ grant)	\$250,000 \$0	\$250,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$3,936,600	\$0 \$0	\$0 \$0	\$0 \$0	\$250,000 \$3,936,600	\$250,000 \$0
MSP248- Capital Planning/Env Analysis	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000	\$2,500,000
MSP255- Central Corridor Transit MSP258- Mt Ogden Admin Bldg expansion	\$500,000 \$500,000	\$35,000 \$500,000	\$0 \$5,000,000	\$0 \$5,000,000	\$0 \$4,000,000	\$0 \$4,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$500,000 \$9,500,000	\$35,000 \$9,500,000
MSP999- Capital Contingency	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,000,000	\$25,000,000
NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	\$1,500,000	\$300,000	\$1,500,000	\$300,000	\$2,000,000	\$400,000	\$0	\$0	\$0	\$0	\$5,000,000	\$1,000,000
NP-18- Program Management Support	\$4,000,000	\$4,000,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$1,800,000	\$3,300,000	\$1,800,000	\$17,200,000	\$17,200,000
NP-23- 3500 South TSP Upgrade NP-29- New Maintenance Training Facility	\$288,000 \$480,000	\$288,000 \$480,000	\$0 \$4,320,000	\$0 \$480,000	\$0 \$2,300,000	\$0 \$380,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$288,000 \$7,100,000	\$288,000 \$1,340,000
NP-39- Tooele County Microtransit & Vehicle Electrification NP-55- Transit Signal Priority On Board Units (TOBU)	\$1,608,995	\$230,099	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,608,995	\$230,099
Project	\$57,200	\$39,542	\$499,200	\$345,092	\$821,600	\$567,964	\$390,000	\$269,603	\$0	\$0	\$1,768,000	\$1,222,201
NP-57- Light Rail Red Signal Enforcement	\$300,000	\$300,000	\$5,000,000	\$5,000,000	\$3,500,000	\$3,500,000	\$3,000,000	\$3,000,000	\$2,500,000	\$2,500,000	\$14,300,000	\$14,300,000
NP-59- Trax Operational Simulator NP-60- Public Partnership Projects	\$1,000,000 \$10,000,000	\$1,000,000 \$1,301,995	\$0 \$10,000,000	\$0 \$1,301,995	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,000,000 \$20,000,000	\$1,000,000 \$2,603,990
NP-69- TechLink Corridor Study	\$450,000	\$200,000	\$2,450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900,000	\$200,000
NP-70- Bus Stop Enhancements NP-71- Route End of Line (EOL) Enhancements	\$1,000,000 \$500,000	\$1,000,000 \$500,000	\$1,000,000 \$1,500,000	\$200,000 \$1,250,000	\$1,000,000 \$3,000,000	\$800,000 \$2,750,000	\$1,000,000 \$3,000,000	\$1,000,000 \$3,000,000	\$1,000,000 \$3,000,000	\$1,000,000 \$3,000,000	\$5,000,000 \$11,000,000	\$4,000,000 \$10,500,000
NP-72- System Restrooms	\$1,000,000	\$1,000,000	\$1,000,000	\$400,000	\$1,000,000	\$400,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000	\$3,800,000
SGR358- Frontrunner Paint Booth SGR390- OK Manufacturing Building	\$150,000 \$1,350,000	\$150,000 \$1,350,000	\$0 \$750,000	\$0 \$750,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$150,000 \$2,100,000	\$150,000 \$2,100,000
Property/TOD/Real Estate	\$6,040,000	\$6,040,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$6,200,000	\$6,200,000
NP-10- Property Management - Capital Repairs NP-11- SLCentral HQ Office	\$40,000 \$1.000.000	\$40,000 \$1,000.000	\$40,000 \$0	\$40,000 \$0	\$40,000 \$0	\$40,000 \$0	\$40,000 \$0	\$40,000 \$0	\$40,000 \$0	\$40,000 \$0	\$200,000 \$1.000.000	\$200,000 \$1,000,000
	\$1,000,000 \$5,000,000	\$1,000,000 \$5,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,000,000 \$5,000,000	\$1,000,000 \$5,000,000
NP-12- TOD Working Capital	\$2,068,061	\$2,068,061 \$50,000	\$1,487,476 \$50,000	\$1,487,476	\$1,233,224	\$1,233,224	\$1,100,000	\$1,100,000	\$795,000	\$795,000	\$6,683,761	\$6,683,761
Safety & Security/Police	050			\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$0	\$200,000	\$200,000
Safety & Security/Police FMA516- Corridor Fencing	\$50,000 \$15,000	\$15,000		\$15,000	\$15,000	\$15,000	\$25,000	\$25,000	\$25,000	\$25,000	\$95.000	595,000
Safety & Security/Police FMA516- Corridor Fencing FMA537- Ballistic Vest Replacement FMA538- Police Radio Replacements	\$15,000 \$56,000	\$15,000 \$56,000	\$15,000 \$56,000	\$15,000 \$56,000	\$56,000	\$56,000	\$0	\$0	\$0	\$0	\$95,000 \$168,000	\$95,000 \$168,000
Safety & Security/Police FMA516- Corridor Fencing FMA535- Ballistic Vest Replacement FMA538- Police Radio Replacements FMA539- Tasers	\$15,000 \$56,000 \$100,000	\$15,000 \$56,000 \$100,000	\$15,000 \$56,000 \$0	\$15,000 \$56,000 \$0	\$56,000 \$0	\$56,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$168,000 \$100,000	\$168,000 \$100,000
Safety & Security/Police FMA516- Corridor Fencing FMA537- Ballistic Vest Replacement FMA538- Police Radio Replacements	\$15,000 \$56,000	\$15,000 \$56,000	\$15,000 \$56,000	\$15,000 \$56,000	\$56,000	\$56,000	\$0	\$0	\$0	\$0	\$168,000	\$168,000

UTA 5- Year Capital Plan: 2022-2026 Summary

	2022 Proposed	2022 Total UTA	2023 Proposed	2023 Total UTA	2024 Proposed	2024 Total UTA	2025 Proposed	2025 Total UTA	2026 Proposed	2026 Total UTA	5- Year Proposed	
Program/Project Name	Budget	Funds	Budget	Funds								
FMA656- Facility Security	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$0	\$200,000	\$200,000
FMA658- Bus Camera Overhaul/Replacement	\$40,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
FMA659- Emergency Operations Training	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$0	\$0	\$60,000	\$60,000
FMA676- Security General Projects	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$0	\$0	\$80,000	\$80,000
ICI140- Next Crossing Camera Installation	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$0	\$0	\$160,000	\$160,000
NP-36- Arc Flash Analysis	\$362,061	\$362,061	\$341,476	\$341,476	\$87,224	\$87,224	\$0	\$0	\$0	\$0	\$790,761	\$790,761
NP-38- Police CAD/RMS w Optional Taser/Body Cams	\$350,000	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000
Grand Total	\$231,016,602	\$134,195,851	\$357,985,601	\$124,171,476	\$268,803,470	\$125,966,835	\$242,466,944	\$102,928,172	\$151,581,676	\$71,431,676	\$1,251,854,293	\$582,775,785

UTA 5- Year Capital Plan: 2022 Details

Program/Project Name	2022 Total Budget	2022 Bonds	2022 Grants	2022 Grants- Unfunded	2022 Lease	2022 State	2022 4th Qtr	2022 Local Partners	2022- UTA Local	2022 Total L Funds
5310 Project	\$1,762,653	\$0	\$1,433,047	\$0	\$0	\$0	\$0	\$299,606	\$30,000	\$30,000
DA006- 5310 Admin Funds	\$294,522	\$0	\$294,522	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CI213- E Voucher Phase 2	\$538,200	\$0	\$508,200	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000
MSP249- FY19/20 - 5310 Funds - SL/WV	\$479,576	\$0	\$322,986	\$0	\$0	\$0	\$0	\$156,590	\$0	\$0
MSP250- FY19/20 - 5310 Funds - O/L	\$269,175	\$0	\$185,276	\$0	\$0	\$0	\$0	\$83,899	\$0	\$0
MSP251- FY19/20 - 5310 Funds - P/O	\$181,180	\$0	\$122,063	\$0	\$0	\$0	\$0	\$59,117	\$0	\$0
Asset Management- Facilities	\$4,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600,000	\$4,600,00
MA559- Office Equipment Reserve	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
FMA652- Equipment Managed Reserve	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,00
FMA653- Facilities Rehab and Replacement	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,00
FMA672- Park and Ride Rehab/Replacement	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000
FMA673- Stations and Platforms Rehab/Replace	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
FMA679- Building Remodels/Reconfiguration	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000
NP-51- Warm Springs Sewer Line Relocation	\$500,000	\$0	\$0	\$0	\$0	\$0 \$0	\$0	\$0	\$500,000	\$500,00
ST Warm Springs Sewer Ene Relocation	\$500,000	Ç0	çõ	Ç0	<u> </u>	Ç0	ço	<u>,</u> ,	\$500,000	<i>\$500,00</i>
SGR392- FR Snow Melt System Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Asset Management- Rail Infrastructure	\$9,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,300,000	\$9,300,00
MSP257- Gap filler on FR stations	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,00
SGR359- Bridge Rehabilitation & Maintenance	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,00
SGR385- Rail Rehab and Replacement	\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000	\$5,500,00
SGR393- Grade Crossings Rehab/Replacement	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,00
SGR401- Ballast and Ties Rehab/Replacement	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,00
Asset Management- Rail Systems	\$18,590,000	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$365,000	\$8,225,000	\$18,225,0
MSP189- Signal Pre-emption Projects w/UDOT	\$365,000	\$0	\$0	\$0	\$0	\$0	\$0	\$365,000	\$0	\$0
GR047- Stray Current Mitigation	\$525,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$525,000	\$525,00
SGR397- Traction Power Rehab/Replacement	\$10,000,000	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,0
SGR398- OCS Wire Survey	\$2,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$2,700,0
GR403- Train Control Rehab/Replacement	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,0
GR404- Rail Switches/Trackwork Controls	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,0
Asset Management- Vehicle New Purchase	\$23,625,911	\$0	\$4,983,108	\$0	\$15,831,787	\$0	\$0	\$0	\$2,811,016	\$18,642,
VP-52- VW battery buses	\$7,118,748	\$0	\$4,983,108	\$0	\$0	\$0	\$0	\$0	\$2,135,640	\$2,135,6
REV205- Non-Rev Service Vehicle Replace	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$650,000	\$650,00
REV209- Paratransit Vehicle Replacment	\$3,125,376	\$0	\$0	\$0	\$3,100,000	\$0	\$0	\$0	\$25,376	\$3,125,3
REV211- Bus Replacement	\$11,307,289	\$0	\$0	\$0	\$11,307,289	\$0	\$0	\$0	\$0	\$11,307,2
REV212- Park City Lo/No Grant REV232- Van Pool Replacement	\$0 \$1,424,498	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,424,498	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,424,4
		\$0 \$0	\$763,779	\$0 \$0	\$1,424,498		\$7,181,775	\$0 \$0	\$6,526,221	
ISSET Management- Vehicle Rehabilitation	\$14,471,775 \$440,000	\$0 \$0	\$763,779 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$7,181,775 \$0	\$0 \$0	\$440,000	\$13,707,9 \$440,00
REV224- Bus Engine/Trans/Comp	÷	υų	γu	υÇ	ψŪ	ço	γu	ψŪ	÷***0,000	9440,0U
Rehab/Replace	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,0
REV233- Comet Car Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GR040- Light Rail Vehicle Rehab	\$7,181,775	\$0	\$0	\$0	\$0	\$0	\$7,181,775	\$0	\$0	\$7,181,7
GR353- Commuter Rail Engine Overhaul	\$2,500,000	\$0	\$763,779	\$0	\$0	\$0	\$0	\$0	\$1,736,221	\$1,736,2
GR386- LRV Accident Repair	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600,000	\$1,600,0
SGR391- Commuter Rail Vehicle Rehab and										
Replacement	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,00
nformation Technology	\$13,614,900	\$0	\$5,600,000	\$0	\$0	\$0	\$0	\$0	\$8,014,900	\$8,014,9
Cl001- Passenger Information	\$750,000	\$0	\$0	\$0 \$0	\$0 \$0	\$0	\$0	\$0 \$0	\$750,000	\$750,00
CI005- EFC Rehab and Replacement CI146- FrontRunner WiFi Enhancements	\$225,000	\$0	\$0 \$0			\$0	\$0		\$225,000	\$225,00
CI173- JDE System Enhancement	\$350,000 \$50,000	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$350,000 \$50,000	\$350,00 \$50,00
ci175- JDE System Emandement	\$30,000	ŞU	30	ŞÜ	30	30	ŞU	30	\$30,000	\$30,00
ICI179- Network & Infrastructure Equipment	\$398,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$398,900	\$398,90
CI183- Legal SW	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,00
CI186- In-house App Dev. & Enhancements	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,00
ICI191- IT Managed Reserved (formerly IT Pool)	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,00
CI197- Bus Communication On-Board Tech	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$85,00
ICI198- Info Security Eq/SW (PCI Comp & Cyber	6440	<u> </u>	4-		4-	4-	<u>Å-</u>	4-		
Security) Cl199- Rail Communication On-Board Tech	\$410,000 \$80,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$410,000 \$80,000	\$410,00 \$80,00
ICI201- Server, Storage Infrastructure Eq & SW	\$556,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$556,000	\$556,00
ICI202- Radio Communication Infrastructure	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,00
Cl214- Init APC Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,00
CI217- Transit Management Sytem	\$2,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400,000	\$2,400,0
NP-1- New Radio Communication System	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-14- Fares Systems Replacement Program	\$7,000,000	\$0	\$5,600,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$1,400,0
NP-45- ERP / HCM and Maintenance System										
External Needs Review NP-46- JDE 9.2. Application Upgrade - UNx	\$150,000 \$250,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$150,000 \$250,000	\$150,00 \$250,00
NP-47- SharePoint 2016 Migration to SharePoint Online Support	\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000	\$60,00
NP-54- Customer Relations Software										
Replacement	\$370,000 \$101 872 107	\$0 \$25,000,000	\$0	\$0	\$0	\$0 \$38.446.247	\$0	\$0 \$3 921 970	\$370,000	\$370,0
Major Capital Project MSP102- Depot District	\$101,872,107 \$32,562,000	\$25,000,000 \$25,000,000	\$25,498,435 \$3,377,587	\$0 \$0	\$0 \$0	\$38,446,247 \$3,797,243	\$0 \$0	\$3,921,970 \$0	\$9,005,455 \$387,170	\$34,005, \$25,387,
MSP185- Ogden/Weber State University BRT	\$25,465,107	\$0	\$18,436,103	\$0	\$0	\$2,229,004	\$0	\$0	\$4,800,000	\$4,800,0
MSP205- TIGER Program of Projects	\$8,206,000	\$0	\$2,798,700	\$0	\$0	\$0	\$0	\$3,126,000	\$2,281,300	\$2,281,3
MSP215- Sharp-Tintic Rail Connection	\$1,439,000	\$0	\$886,045	\$0	\$0	\$80,000	\$0	\$435,970	\$36,985	\$36,98
MSP216- Point of Mountain AA/EIS	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$0
ASP252- FrontRunner Double Tracking	\$15,000,000	\$0	\$0	\$0 \$0	\$0	\$13,500,000	\$0	\$0	\$1,500,000	\$1,500,0
ASP253- Mid-Valley Connector	\$15,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$14,640,000 \$1,200,000	\$0 \$0	\$360,000 \$0	\$0 \$0	\$0 \$0
ASP259- S-Line Extension	\$1,200,000		\$0 \$10,012,556				\$0 \$4,038,000			
Other Capital Projects MSP122- Positive Train Control	\$35,071,195 \$302,000	\$0 \$0	\$10,012,556 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$4,038,000 \$0	\$5,497,003 \$0	\$15,523,636 \$302,000	\$19,561, \$302,0
MSP132- Technical Support for IPCS						\$0				
Maintenance and Enhancements	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000	\$85,00
MSP140- Box Elder Right of Way Preservation	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0
	<i>40,000,000</i>		ΨŪ	γu	γu	γu	ΨŪ			

UTA 5- Year Capital Plan: 2022 Details

Program/Project Name	2022 Total Budget	2022 Bonds	2022 Grants	2022 Grants- Unfunded	2022 Lease	2022 State	2022 4th Qtr	2022 Local Partners	2022- UTA Local	2022 Total UTA Funds
MSP198- Wayfinding Signage	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
MSP202- Davis-SLC Community Connector	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
MSP227- Meadowbrook Expansion	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0	\$250,000
MSP233- North Temple EOL (SLC CMAQ grant)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP248- Capital Planning/Env Analysis	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
MSP255- Central Corridor Transit	\$500,000	\$0	\$465,000	\$0	\$0	\$0	\$0	\$0	\$35,000	\$35,000
MSP258- Mt Ogden Admin Bldg expansion	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
MSP999- Capital Contingency	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
NP-13- South Valley Transit (formerly known as										
Provo to Payson Transit)	\$1,500,000	\$0	\$1.200.000	\$0	\$0	\$0	\$0	ŚO	\$300.000	\$300.000
NP-18- Program Management Support	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$2,500,000	\$4,000,000
NP-23- 3500 South TSP Upgrade	\$288,000	\$0	\$0	\$0	\$0	\$0	\$288,000	\$0	\$0	\$288,000
NP-29- New Maintenance Training Facility	\$480,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$480,000	\$480,000
NP-39- Tooele County Microtransit & Vehicle	Ş400,000	96	ŞŪ	γŪ	ψŪ	ĴŪ	ŲŲ	Şü	9400,000	9400,000
Electrification	\$1,608,995	\$0	\$1,378,896	\$0	\$0	\$0	\$0	\$0	\$230,099	\$230,099
NP-55- Transit Signal Priority On Board Units										
(TOBU) Project	\$57,200	\$0	\$10,256	\$0	\$0	\$0	\$0	\$7,402	\$39,542	\$39,542
NP-57- Light Rail Red Signal Enforcement	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
NP-59- Trax Operational Simulator	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
NP-60- Public Partnership Projects	\$10,000,000	\$0	\$6,958,404	\$0	\$0	\$0	\$0	\$1,739,601	\$1,301,995	\$1,301,995
NP-69- TechLink Corridor Study	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$200,000	\$200,000
NP-70- Bus Stop Enhancements	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
NP-71- Route End of Line (EOL) Enhancements NP-72- System Restrooms	\$500,000 \$1,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,000,000	\$0 \$0	\$500,000 \$0	\$500,000 \$1,000,000
SGR358- Frontrunner Paint Booth	\$150.000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150.000	\$150.000
SGR390- OK Manufacturing Building	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350,000	\$1,350,000
Property/TOD/Real Estate	\$6,040,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,040,000	\$6,040,000
NP-10- Property Management - Capital Repairs	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
NP-11- SLCentral HQ Office	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
NP-12- TOD Working Capital	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0	\$5,000,000	\$5,000,000
Safety & Security/Police	\$2,068,061	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,068,061	\$2,068,061
FMA516- Corridor Fencing	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
FMA535- Ballistic Vest Replacement	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000
FMA535- Police Radio Replacements	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$15,000
FMA539- Tasers	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
FMA543- Vehicle Replacement/Expansion	\$370,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370,000	\$370,000
	\$370,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30.000	
FMA557- Bus Safety and Security	1	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	1.1.1.1.1.1.1	\$30,000
FMA604- Safety General Projects	\$100,000								\$100,000	\$100,000
FMA645- Camera Sustainability	\$470,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$470,000	\$470,000
FMA656- Facility Security	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
FMA658- Bus Camera Overhaul/Replacement	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
FMA659- Emergency Operations Training	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000
FMA676- Security General Projects	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000
ICI140- Next Crossing Camera Installation	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
NP-36- Arc Flash Analysis	\$362,061	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$362,061	\$362,061
NP-38- Police CAD/RMS w Optional Taser/Body	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350.000	\$350.000
Cams										

UTA 5- Year Capital Plan: 2023 Details

Program/Project Name	2023 Total Budget	2023 Bonds	2023 Grants	2023 Grants- Unfunded	2023 Lease	2023 State	2023 4th Qtr	2023 Local Partners	2023- UTA Local	2023 Total UT Funds
5310 Project	\$306,420	\$0	\$306,420	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CDA006- 5310 Admin Funds	\$306,420	\$0	\$306,420	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICI213- E Voucher Phase 2 MSP249- FY19/20 - 5310 Funds - SL/WV	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
MSP250- FY19/20 - 5310 Funds - O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP251- FY19/20 - 5310 Funds - P/O	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Asset Management- Facilities	\$7,450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,450,000	\$7,450,000
FMA559- Office Equipment Reserve	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
FMA652- Equipment Managed Reserve	\$500,000	\$0 \$0	\$0 \$0	\$0	\$0	\$0 \$0	\$0 \$0	\$0	\$500,000	\$500,000
FMA653- Facilities Rehab and Replacement	\$1,000,000	Ş0	50	\$0	\$0	ŞU	50	\$0	\$1,000,000	\$1,000,000
FMA672- Park and Ride Rehab/Replacement	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
FMA673- Stations and Platforms	6250.000	ćo	ć0	ćo	ćo	ćo	\$0	\$0	¢350.000	ć250.000
Rehab/Replace	\$250,000	\$0	\$0	\$0	\$0	\$0	50	ŞU	\$250,000	\$250,000
FMA679- Building Remodels/Reconfiguration	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
ND 51 Warm Carines Course Line Delegation	\$0	\$0	\$0	\$0	ćo	\$0	\$0	\$0	ćo	ćo
NP-51- Warm Springs Sewer Line Relocation	ŞU	Ş0	50	50	\$0	ŞU	50	ŞU	\$0	\$0
SGR392- FR Snow Melt System Replacement	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
Asset Management- Rail Infrastructure	\$4,075,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,075,000	\$4,075,000
MSP257- Gap filler on FR stations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR359- Bridge Rehabilitation & Maintenance	\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450,000	\$450,000
SGR385- Rail Rehab and Replacement	\$1,375,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,375,000	\$1,375,000
										1 / 1/ 1/ 1
SGR393- Grade Crossings Rehab/Replacement	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
SGR401- Ballast and Ties Rehab/Replacement	\$250,000	ćn	ćn	ćn	ćn	ćn	ćn	ćn	\$350.000	67E0 000
SGR401- Ballast and Ties Rehab/Replacement Asset Management- Rail Systems	\$250,000 \$22,875,000	\$0 \$5,255,718	\$0 \$12,144,282	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$250,000 \$5,475,000	\$250,000 \$10,730,71
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MSP189- Signal Pre-emption Projects w/UDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR047- Stray Current Mitigation	\$525,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$525,000	\$525,000
SGR397- Traction Power Rehab/Replacement	\$17,400,000	\$5,255,718	\$12,144,282	\$0	\$0	\$0	\$0	\$0	\$0	\$5,255,718
SGR397- Traction Power Kenab/ Keplacement SGR398- OCS Wire Survey	\$17,400,000 \$950,000	\$5,255,718 \$0	\$12,144,282	\$0 \$0	\$0	\$0 \$0	\$0	\$0	\$950,000	\$950,000
SGR403- Train Control Rehab/Replacement	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
SGR404- Rail Switches/Trackwork Controls	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Asset Management- Vehicle New Purchase	\$66,993,075	\$0	\$14,902,000	\$0	\$39,670,553	\$0	\$0	\$1,431,824	\$10,988,698	\$50,659,25
NP-52- VW battery buses REV205- Non-Rev Service Vehicle Replace	\$22,030,000 \$750,000	\$0 \$0	\$12,112,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$9,918,000 \$750,000	\$9,918,000 \$750,000
REV209- Paratransit Vehicle Replacement	\$3,199,593	\$0	\$0	\$0	\$3,199,593	\$0	\$0	\$0	\$750,000	\$750,000
REV211- Bus Replacement	\$35,200,000	\$0	\$0	\$0	\$35,200,000	\$0	\$0	\$0	\$0	\$35,200,00
REV212- Park City Lo/No Grant	\$4,542,522	\$0	\$2,790,000	\$0	\$0	\$0	\$0	\$1,431,824	\$320,698	\$320,698
REV232- Van Pool Replacement	\$1,270,960	\$0	\$0	\$0	\$1,270,960	\$0	\$0	\$0	\$0	\$1,270,960
Asset Management- Vehicle Rehabilitation NP-16- GPS Telemetrics System	\$16,149,275 \$0	\$0 \$0	\$3,350,000	\$0 \$0	\$2,250,000	\$0 \$0	\$7,699,275 \$0	\$0 \$0	\$2,850,000 \$0	\$12,799,27 \$0
REV224- Bus Engine/Trans/Comp	ŞU	Ş0	\$0	50	\$0	ŞU	ŞU	ŞU	50	ŞU
Rehab/Replace	\$3,000,000	\$0	\$2,400,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000
REV233- Comet Car Replacement	\$2,250,000	\$0	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$0	\$2,250,000
SGR040- Light Rail Vehicle Rehab	\$7,699,275	\$0	\$0	\$0	\$0	\$0	\$7,699,275	\$0	\$0	\$7,699,275
SGR353- Commuter Rail Engine Overhaul	\$1,500,000	\$0	\$950,000	\$0	\$0	\$0	\$0	\$0	\$550,000	\$550,000
SGR386- LRV Accident Repair SGR391- Commuter Rail Vehicle Rehab and	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$700,000
Replacement	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Information Technology	\$23,057,654	\$0	\$13,643,800	\$0	\$0	\$0	\$0	\$0	\$9,413,854	\$9,413,854
ICI001- Passenger Information	\$2,000,000	\$0	\$1,600,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000
ICI005- EFC Rehab and Replacement	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
ICI146- FrontRunner WiFi Enhancements ICI173- JDE System Enhancement	\$50,000 \$50,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$50,000	\$50,000 \$50,000
ICIT/3- IDE System Enhancement	\$50,000	ŞU	ŞU	ŞU	ŞU	ŞU	ŞU	ŞU	\$50,000	\$50,000
ICI179- Network & Infrastructure Equipment	\$278,404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$278,404	\$278,404
CI183- Legal SW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICI186- In-house App Dev. & Enhancements	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000
ICI101 IT Managed Record (formarky IT Real)	\$250,000	\$0	\$0	\$0	ćo	\$0	\$0	\$0	\$250,000	¢250.000
ICI191- IT Managed Reserved (formerly IT Pool) ICI197- Bus Communication On-Board Tech	\$350,000 \$100,000	\$0	\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$350,000 \$100,000	\$350,000 \$100,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber	+===5,000	20		20	<u>,</u> ,,	20		ço	+==0,000	+ 200,000
Security)	\$445,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,000	\$445,000
ICI199- Rail Communication On-Board Tech	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
ICI201- Server, Storage Infrastructure Eq & SW	\$594,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$594,000	\$594,000
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ICI202- Radio Communication Infrastructure	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
ICI214- Init APC Upgrade	\$335,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$335,500	\$335,500
ICI217- Transit Management Sytem	\$950,000	\$0	\$0	\$0	\$0	\$0 \$0	\$0	\$0	\$950,000	\$950,000
NP-1- New Radio Communication System	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
NP-14- Fares Systems Replacement Program	\$15,054,750	\$0	\$12,043,800	\$0	\$0	\$0	\$0	\$0	\$3,010,950	\$3,010,950
NP-45- ERP / HCM and Maintenance System										
External Needs Review	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000	\$150,000
NP-46- JDE 9.2. Application Upgrade - UNx	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-47- SharePoint 2016 Migration to SharePoint Online Support			οç	οų	υÇ	οç	οç	οų	οų	οç
NP-47- SharePoint 2016 Migration to SharePoint Online Support NP-54- Customer Relations Software	\$0				60	\$0	\$0	\$0	\$0	\$0
SharePoint Online Support	\$0	\$0	\$0	\$0	\$0					\$3,303,81
SharePoint Online Support NP-54- Customer Relations Software Replacement Major Capital Project	\$0 \$169,847,501	\$0 \$0	\$30,647,528	\$47,040,000	\$0	\$86,963,458	\$188,661	\$1,892,700	\$3,115,154	
SharePoint Online Support NP-54- Customer Relations Software Replacement Major Capital Project	\$0	\$0					\$188,661 \$188,661	\$1,892,700 \$0	\$3,115,154 \$0	
SharePoint Online Support NP-54- Customer Relations Software Replacement Major Capital Project MSP102- Depot District	\$0 \$169,847,501 \$12,000,000	\$0 \$0 \$0	\$30,647,528 \$8,694,582	\$47,040,000 \$0	\$0 \$0	\$86,963,458 \$3,116,757	\$188,661	\$0	\$0	\$188,661
SharePoint Online Support NP-54- Customer Relations Software Replacement Major Capital Project MSP102- Depot District MSP185- Ogden/Weber State University BRT	\$0 \$169,847,501 \$12,000,000 \$17,402,501	\$0 \$0 \$0 \$0	\$30,647,528 \$8,694,582 \$16,037,347	\$47,040,000 \$0 \$0	\$0 \$0 \$0	\$86,963,458 \$3,116,757 \$0	\$188,661 \$0	\$0 \$0	\$0 \$1,365,154	\$188,661 \$1,365,15
SharePoint Online Support NP-54- Customer Relations Software Replacement Major Capital Project MSP102- Depot District MSP185- Ogden/Weber State University BRT MSP205- TIGER Program of Projects	\$0 \$169,847,501 \$12,000,000	\$0 \$0 \$0	\$30,647,528 \$8,694,582	\$47,040,000 \$0	\$0 \$0	\$86,963,458 \$3,116,757	\$188,661	\$0	\$0	\$188,661
SharePoint Online Support NP-54- Customer Relations Software Replacement Mspior Capital Project MSP102- Depot District MSP185- Ogden/Weber State University BRT MSP205-TIGER Program of Projects MSP215-Sharp-Tintic Rall Connection	\$0 \$169,847,501 \$12,000,000 \$17,402,501 \$2,500,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$30,647,528 \$8,694,582 \$16,037,347 \$1,207,300	\$47,040,000 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0	\$86,963,458 \$3,116,757 \$0 \$0	\$188,661 \$0 \$0	\$0 \$0 \$1,292,700	\$0 \$1,365,154 \$0 \$0 \$1,000,000	\$188,661 \$1,365,15 \$0 \$0 \$1,000,00
SharePoint Online Support NP-54- Customer Relations Software Replacement Msp102- Depot District MSP103- Ogden/Weber State University BRT MSP205- TicRe Program of Projects MSP215- Sharp-Tintic Rail Connection MSP216- Point of Mountain AA/EIS MSP252-FrontRunner Double Tracking	\$0 \$169,847,501 \$12,000,000 \$17,402,501 \$2,500,000 \$8,695,000 \$3,000,000 \$47,250,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$30,647,528 \$8,694,582 \$16,037,347 \$1,207,300 \$4,708,299 \$0 \$0 \$0	\$47,040,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$86,963,458 \$3,116,757 \$0 \$0 \$3,986,701 \$2,000,000 \$46,500,000	\$188,661 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$1,292,700 \$0 \$0 \$0 \$0	\$0 \$1,365,154 \$0 \$0 \$1,000,000 \$750,000	\$188,661 \$1,365,15 \$0 \$0 \$1,000,00 \$750,000
SharePoint Online Support NP-54- Customer Relations Software Replacement MSP102- Depot District MSP103- Depot District MSP205- TIGER Program of Projects MSP215- Sharp-Tintic Rail Connection MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking MSP253- Mid-Valley Connector	\$0 \$169,847,501 \$12,000,000 \$17,402,501 \$2,500,000 \$8,695,000 \$347,250,000 \$70,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$30,647,528 \$8,694,582 \$16,037,347 \$1,207,300 \$4,708,299 \$0 \$0 \$0	\$47,040,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$47,040,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$86,963,458 \$3,116,757 \$0 \$3,986,701 \$2,000,000 \$46,500,000 \$22,360,000	\$188,661 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$1,292,700 \$0 \$0 \$0 \$0 \$0 \$00 \$00	\$0 \$1,365,154 \$0 \$1,000,000 \$750,000 \$0	\$188,661 \$1,365,15 \$0 \$0 \$1,000,00 \$750,000 \$0 \$0
SharePoint Online Support NP-54- Customer Relations Software Replacement Major Capital Project MSP102- Depot District MSP185- Ogden/Weber State University BRT MSP205- TIGER Program of Projects MSP216- Point of Mountain AA/EIS MSP232- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP2545- Line Extension	\$0 \$169,847,501 \$12,000,000 \$17,402,501 \$2,500,000 \$3,000,000 \$3,000,000 \$47,250,000 \$70,000,000 \$9,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$30,647,528 \$8,694,582 \$16,037,347 \$1,207,300 \$4,708,299 \$0 \$0 \$0 \$0 \$0 \$0	\$47,040,000 \$0 \$0 \$0 \$0 \$0 \$0 \$47,040,000 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$86,963,458 \$3,116,757 \$0 \$3,986,701 \$2,000,000 \$46,500,000 \$22,360,000 \$9,000,000	\$188,661 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$1,292,700 \$0 \$0 \$0 \$600,000 \$0	\$0 \$1,365,154 \$0 \$0 \$1,000,000 \$750,000 \$0 \$0 \$0	\$188,661 \$1,365,15 \$0 \$0 \$1,000,000 \$750,000 \$0 \$0 \$0
SharePoint Online Support NP-54- Customer Relations Software Replacement Mspio2 Depot District MSP185- Ogden/Weber State University BRT MSP205- TIGER Program of Projects MSP215- Sharp-Tintic Rail Connection MSP216- Point of Mountain AA/EIS MSP253- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP255- S-Line Extension Dther Capital Projects	\$0 \$169,847,501 \$12,000,000 \$17,402,501 \$2,500,000 \$3,000,000 \$47,250,000 \$70,000,000 \$9,000,000 \$45,704,200	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$30,647,528 \$8,694,582 \$16,037,347 \$1,207,300 \$4,708,299 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$47,040,000 \$0 \$0 \$0 \$0 \$0 \$0 \$47,040,000 \$0 \$4,340,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$86,963,458 \$3,116,757 \$0 \$3,986,701 \$2,000,000 \$46,500,000 \$22,360,000 \$9,000,000 \$0	\$188,661 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$1,800,000	\$0 \$0 \$1,292,700 \$0 \$0 \$600,000 \$0 \$5,554,203	\$0 \$1,365,154 \$0 \$0 \$1,000,000 \$750,000 \$0 \$0 \$22,412,087	\$188,661 \$1,365,15 \$0 \$1,000,00 \$750,000 \$0 \$0 \$24,212,08
SharePoint Online Support NP-54- Customer Relations Software Replacement WsP102- Depot District MSP185- Ogden/Weber State University BRT MSP205- TIGER Program of Projects WSP215- Sharp-Tintic Rail Connection MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP259-S-Line Extension Dther Capital Projects	\$0 \$169,847,501 \$12,000,000 \$17,402,501 \$2,500,000 \$3,000,000 \$3,000,000 \$47,250,000 \$70,000,000 \$9,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$30,647,528 \$8,694,582 \$16,037,347 \$1,207,300 \$4,708,299 \$0 \$0 \$0 \$0 \$0 \$0	\$47,040,000 \$0 \$0 \$0 \$0 \$0 \$0 \$47,040,000 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$86,963,458 \$3,116,757 \$0 \$3,986,701 \$2,000,000 \$46,500,000 \$22,360,000 \$9,000,000	\$188,661 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$1,292,700 \$0 \$0 \$0 \$600,000 \$0	\$0 \$1,365,154 \$0 \$0 \$1,000,000 \$750,000 \$0 \$0 \$0	\$188,661 \$1,365,15 \$0 \$0 \$1,000,00 \$750,000 \$0 \$0 \$0
SharePoint Online Support NP-54- Customer Relations Software Replacement Major Capital Project MSP102- Depot District MSP103- Depot District MSP205- TIGER Program of Projects MSP215- Sharp-Tintic Rail Connection MSP216- Point of Mountain AA/EIS MSP253- Mid-Valley Connector MSP253- S-Line Extension Other Capital Projects MSP122- Positive Train Control	\$0 \$169,847,501 \$12,000,000 \$17,402,501 \$2,500,000 \$3,000,000 \$47,250,000 \$70,000,000 \$9,000,000 \$45,704,200	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$30,647,528 \$8,694,582 \$16,037,347 \$1,207,300 \$4,708,299 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$47,040,000 \$0 \$0 \$0 \$0 \$0 \$0 \$47,040,000 \$0 \$4,340,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$86,963,458 \$3,116,757 \$0 \$3,986,701 \$2,000,000 \$46,500,000 \$22,360,000 \$9,000,000 \$0	\$188,661 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$1,800,000	\$0 \$0 \$1,292,700 \$0 \$0 \$600,000 \$0 \$5,554,203	\$0 \$1,365,154 \$0 \$0 \$1,000,000 \$750,000 \$0 \$0 \$22,412,087	\$188,661 \$1,365,15 \$0 \$1,000,00 \$750,000 \$0 \$0 \$24,212,08

UTA 5- Year Capital Plan: 2023 Details

MAP13-4MAP13-4MonModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModModMod </th <th>Program/Project Name</th> <th>2023 Total Budget</th> <th>2023 Bonds</th> <th>2023 Grants</th> <th>2023 Grants- Unfunded</th> <th>2023 Lease</th> <th>2023 State</th> <th>2023 4th Qtr</th> <th>2023 Local Partners</th> <th>2023- UTA Local</th> <th>2023 Total UTA Funds</th>	Program/Project Name	2023 Total Budget	2023 Bonds	2023 Grants	2023 Grants- Unfunded	2023 Lease	2023 State	2023 4th Qtr	2023 Local Partners	2023- UTA Local	2023 Total UTA Funds
MATP222. Onlock Spanned99909090909090909090MP227. Meddowske Spanned90909090909090909090MP227. Meddowske Spanned90909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090909090 <td< td=""><td>MSP194- 650 South Station</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td></td<>	MSP194- 650 South Station	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MP327 Meadowhook branning S9 MS938 - Local Mannel Car May S9 S0000 S0 S00 S0000 S0000 S0000 S0000 S0000 S0000 S0000 S00000 S0000 S0000 S00000 S000000 S00000 S000000	MSP198- Wayfinding Signage	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
MMS227. Madaxibuscik Epandia 90 90 90 90 90 90 90 90 90 90 90 MS7324. Circle Mining/Ex Adays 5500.000 50 500 500 500 500 500 500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 5500.000 500 500 500 500 500 500 500 500 500 500 500.000 500.000 500 500 500 500 500 500 500 500 500.000 500 500 500 500 500 500 500 500 500 500 500 500 500 500 500 500 500 500 500 500 500 500 500.000 50	MSP202- Davis-SLC Community Connector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP244. Capital Planning/fur Analysis S500,000 S90 S90 S900,000 S900,000 S90 S900,000 S90 S900,000 S90		\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0
MSP244. Capital Planning/fur Analysis S500,000 S90 S90 S900,000 S900,000 S90 S900,000 S90 S900,000 S90	MSP232- North Temple FOL (SLC CMAD grant)	ŚŊ	ŚO	śŋ	Śŋ	ŚŊ	ŚŊ	Śŋ	śn	śn	ŚŊ
MSP25-Central Contrion Transit 90 50 50 50 50 50 50 50 MSP25-M Clight Admin Bigge grands 55,000,000 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 <											
MS258. M origin Admin Big equation 55,00,000 50 50 50 50 50,00,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 55,000,000 53,000,000 53,000,000 53,000,000 53,000,000 53,000,000 53,000,000 53,000,000 53,000,000 53,000,000 54,000 54,000,00 54,000 54,000 54,000 54,000 54,000 54,000 54,000 54,000 54,000 54,000 54,000 54,000 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50		1	1.1	1.5	1.1	1.1	1.1	1.1	1.1	1	1
MSPB92 Space Space <t< td=""><td></td><td></td><td></td><td></td><td></td><td>1.1</td><td></td><td></td><td></td><td></td><td></td></t<>						1.1					
IP-13-South Valley Tanel (formerly hours as provo to Payson Tanel) IP-14 Signal Maragement Support Signal South Valley Tanel (formerly hours as Signal Maragement Support) Signal South Valley Signal Maragement Support Signal South Valley Signal Maragement Signal Priority on Board Signal Informership Foreignal Signal South Valley Signal Informership Signal Priority on Board Signal Priority on Boar											
Prote Dayson Tarsiti, Prote Dayson Tarsiti, Prota Prote Dayson Ta		\$3,000,000	30	30	30	οÇ	ψų	οų	30	\$3,000,000	\$3,000,000
NP-12- Frogram Management Support 53,30,000 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 <td>, , ,</td> <td>¢1 500 000</td> <td>ćo</td> <td>ć1 200 000</td> <td>ćo</td> <td>ćo</td> <td>ćo</td> <td>ćo</td> <td>ćo</td> <td>¢200.000</td> <td>6200 000</td>	, , ,	¢1 500 000	ćo	ć1 200 000	ćo	ćo	ćo	ćo	ćo	¢200.000	6200 000
NP-23-300 South TS*Ugagade 50 50 50 50 50 50 50 50 NP-23-New Mintamano Training Tailing 54,20,000 50 50 5,88,0000 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50											
NP-29- New Maintenance Training Facility 54,32,0000 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 50 <			1.1			1.1					
NP-39 Togele County Microstanit & Venice So So <td></td> <td></td> <td></td> <td></td> <td></td> <td>1.1</td> <td></td> <td>1.1</td> <td></td> <td></td> <td></td>						1.1		1.1			
Lieter/Instance S0		\$4,320,000	\$0	\$0	\$3,840,000	\$0	\$0	\$0	\$0	\$480,000	\$480,000
(TOBU) Project 5499,200 50 589,506 50 50 50 50 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000 50,500,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-3-2 Standback S	NP-55- Transit Signal Priority On Board Units										
NP-30 - Trax Operational Simulator S0 S0 S0 S0 S0 S0 S0 S0 S0 NP-60 Public Antership Projects \$1,000,000 S0 \$5,030,000 S0 S0 <td>(TOBU) Project</td> <td>\$499,200</td> <td>\$0</td> <td>\$89,506</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$64,602</td> <td>\$345,092</td> <td>\$345,092</td>	(TOBU) Project	\$499,200	\$0	\$89,506	\$0	\$0	\$0	\$0	\$64,602	\$345,092	\$345,092
NP-60-bulk Partnership Pojets \$10,000,000 \$0 \$6,938,404 \$0 \$0 \$0 \$1,739,601 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,301,995 \$1,300,905 NP-72-busk for and the off line (EQ) Enhancements \$1,000,000 \$0 \$0 \$0 \$0	NP-57- Light Rail Red Signal Enforcement	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
NP-69-Technik Corridor Study 52,450,000 S0 S1,950,000 S0 S1,950,000 S0 S0 <ths0< th=""> S0 S0</ths0<>	NP-59- Trax Operational Simulator	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-9-7- Excluits Corridor Study 52,450,000 S0 S1 S0 S0 <td>NP-60- Public Partnership Projects</td> <td>\$10.000.000</td> <td>\$0</td> <td>\$6,958,404</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$1.739.601</td> <td>\$1.301.995</td> <td>\$1.301.995</td>	NP-60- Public Partnership Projects	\$10.000.000	\$0	\$6,958,404	\$0	\$0	\$0	\$0	\$1.739.601	\$1.301.995	\$1.301.995
NP-70- Bus Stop Enhancements \$1,000,000 \$0 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$1,150,000 \$1,150,000 \$1,150,000 \$1,150,000 \$1,250,000 \$10 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00 \$00<		\$2,450,000	\$0	\$1,950,000	\$500.000	\$0	\$0	\$0	\$0	\$0	\$0
NP-72-Note End of Line (E0L) Enhancements S1,500,000 S0											
NP-2: System Restrooms \$1,000,000 \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$00 \$00 \$400,000 SGR33e- Frontrumer Pailt Booth SGR39b- CM knurfacturing Building \$750,000 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 <		+_,,		+				+===,===	1-		+===,===
NP-2: System Restrooms \$1,000,000 \$0 \$600,000 \$0 \$0 \$0 \$0 \$0 \$00 \$00 \$400,000 SGR33e- Frontrumer Pailt Booth SGR39b- CM knurfacturing Building \$750,000 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 <	NP-71- Route End of Line (EOL) Enhancements	\$1 500 000	ŚO	\$0	\$0	\$0	\$0	\$100.000	\$250,000	\$1 150 000	\$1,250,000
SGR358-Frontrunner Paint Booth S0								1	1		
SGR390-OK Manufacturing Building \$750,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 <td></td> <td></td> <td>1.1</td> <td></td> <td></td> <td>1.1</td> <td>1.1</td> <td>1.</td> <td></td> <td></td> <td></td>			1.1			1.1	1.1	1.			
Property/TOD/Real Estate \$40,000 \$0 \$0 \$0 \$0 \$0 \$0 \$40,000 NP-10- Property Management - Capital Repairs \$40,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 <td></td> <td></td> <td></td> <td></td> <td>1.1</td> <td></td> <td>1.1</td> <td>1.1</td> <td></td> <td></td> <td></td>					1.1		1.1	1.1			
NP-10-Property Management - Capital Repairs \$40,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 <											
NP-11-SLCentral HQ Office S0	Property/TOD/Real Estate	340,000	ŞU	ŞU	30	ŞU	şu	ŞU	ŞU	340,000	340,000
NP-11-SLCentral HQ Office S0	NR 10 Present Menagement Capital Panaira	¢40.000	ćo	ćo	ćo	ćo	ćo	ćo	ćo	ć 40.000	¢40.000
NP-12-TOD Working Capital S0											
Safety & Security/Police \$1,487,476 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$1,487,476 \$1,487,476 FMA515- Corridor Fencing \$50,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,0000 \$50,000 \$50,0			1.1								
FMA516-Corridor Fencing \$50,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 <					1.1	1.1		1.1			
FMA535-Ballistic Vest Replacement \$15,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$15,000 \$15,000 \$15,000 \$56,000 \$56,000 \$56,000 \$56,000 \$56,000 \$56,000 \$50 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$											
FMA538-Police Radio Replacements \$55,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0								1.1			
FMA53- Tasers \$0 \$0 \$0 \$0 \$0 \$0 \$0 FMA53- Vehicle Replacement/Expansion \$350,000 \$50 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0			1.1	1.5	1.1	1.1	1.1	1.1	1.		
FMA543 - Vehicle Replacement/Expansion \$350,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$30,000 \$350,000 \$350,000 \$350,000 \$350,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$30,000 \$3		1.1.1/1.1.1						1.1		1.0.0/0.0.0	1
FMA557-Bus Safety and Security \$30,000 \$0 \$0 \$0 \$0 \$0 \$0 \$30,000 \$30,000 FMA650-Safety General Projects \$100,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0											
FMA604-Safety General Projects \$100,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0			1.1			1.1		1.1			
FMA645- Camera Sustainability \$420,000 \$0 \$0 \$0 \$0 \$0 \$0 \$420,000 \$420,000 \$420,000 \$420,000 \$420,000 \$420,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 <th< td=""><td></td><td>1.1.1/1.1.1</td><td></td><td></td><td>1.1</td><td></td><td></td><td>1.1</td><td></td><td>1.1.1/1.1.1</td><td>1</td></th<>		1.1.1/1.1.1			1.1			1.1		1.1.1/1.1.1	1
FMA656-Facility Security \$50,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,0000 \$50,000 \$50,000											
FMA658-Bus Camera Overhaul/Replacement S0 S0 <td></td> <td>\$420,000</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$420,000</td> <td>\$420,000</td>		\$420,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000	\$420,000
FMA659-Emergency Operations Training \$15,000 \$0 \$0 \$0 \$0 \$0 \$15,000 \$15,000 \$15,000 \$15,000 \$15,000 \$15,000 \$15,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000	FMA656- Facility Security	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
FMA676-Security General Projects \$20,000 \$0 \$0 \$0 \$0 \$0 \$0 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40			1.1	1.1	1.1		1.1	1.1			
IC1140- Next Crossing Camera Installation \$40,000 \$0 \$0 \$0 \$0 \$0 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000 \$40,000			1.1								
NP-36- Arc Flash Analysis \$341,476 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		1								1	1
NP-38- Police CAD/RMS w Optional Taser/Body Cams \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 <											
Cams \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	NP-36- Arc Flash Analysis	\$341,476	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$341,476	\$341,476
		ŚO	\$0	\$0	\$0	\$0	\$0	\$0	ŚO	ŚŊ	\$0
	Grand Total	\$357,985,601	\$5,255,718	\$86,591,940	\$51,380,000	\$41,920,553	\$86,963,458	\$9,687,936	\$8,878,727	\$67,307,269	\$124,171,476

UTA 5- Year Capital Plan: 2024 Details

Program/Project Name	2024 Total Budget	2024 Bonds	2024 Grants	2024 Grants- Unfunded	2024 Lease	2024 State	2024 4th Qtr	2024 Local Partners	2024- UTA Local	2024 Total UTA Funds
5310 Project	\$0	\$0	\$0	Unfunded \$0	\$0	\$0	\$0	Partners \$0	\$0	Funds \$0
CDA006- 5310 Admin Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICI213- E Voucher Phase 2 MSP249- FY19/20 - 5310 Funds - SL/WV	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
MSP250- FY19/20 - 5310 Funds - O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP251- FY19/20 - 5310 Funds - P/O	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Asset Management- Facilities FMA559- Office Equipment Reserve	\$6,700,000 \$100,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$6,700,000 \$100,000	\$6,700,000 \$100,000
FMA652- Equipment Managed Reserve	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
FMA653- Facilities Rehab and Replacement	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
FMA672- Park and Ride Rehab/Replacement	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000
FMA673- Stations and Platforms Rehab/Replace FMA679- Building Remodels/Reconfiguration	\$250,000 \$100,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$250,000 \$100,000	\$250,000 \$100,000
NP-51- Warm Springs Sewer Line Relocation	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
SGR392- FR Snow Melt System Replacement	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
Asset Management- Rail Infrastructure	\$3,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,300,000	\$3,300,000
MSP257- Gap filler on FR stations SGR359- Bridge Rehabilitation & Maintenance	\$0 \$300,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$300,000	\$0 \$300,000
SGR385- Rail Rehab and Replacement	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000
SGR393- Grade Crossings Rehab/Replacement	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
SGR401- Ballast and Ties Rehab/Replacement	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000
Asset Management- Rail Systems MSP189- Signal Pre-emption Projects w/UDOT	\$17,966,500 \$0	\$0 \$0	\$13,100,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$4,866,500 \$0	\$4,866,500 \$0
SGR047- Stray Current Mitigation	\$462,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$462,500	\$462,500
SGR397- Traction Power Rehab/Replacement	\$13,100,000	\$0	\$13,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR398- OCS Wire Survey	\$904,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$904,000	\$904,000
SGR403- Train Control Rehab/Replacement SGR404- Rail Switches/Trackwork Controls	\$1,500,000 \$2,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,500,000 \$2,000,000	\$1,500,000 \$2,000,000
Asset Management- Vehicle New Purchase	\$55,148,832	\$0	\$0	\$0	\$54,798,832	\$0	\$0	\$0	\$350,000	\$55,148,832
NP-52- VW battery buses	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REV205- Non-Rev Service Vehicle Replace	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000
REV209- Paratransit Vehicle Replacment REV211- Bus Replacement	\$3,275,592 \$50,100,000	\$0 \$0	\$0 \$0	\$0 \$0	\$3,275,592 \$50,100,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,275,592 \$50,100,000
REV211- Bus Replacement REV212- Park City Lo/No Grant	\$0	\$0	\$0	\$0	\$30,100,000	\$0	\$0	\$0	\$0	\$30,100,000
REV232- Van Pool Replacement	\$1,423,240	\$0	\$0	\$0	\$1,423,240	\$0	\$0	\$0	\$0	\$1,423,240
Asset Management- Vehicle Rehabilitation	\$16,685,150	\$0	\$2,400,000	\$0	\$3,000,000	\$0	\$8,285,150	\$0	\$3,000,000	\$14,285,150
NP-16- GPS Telemetrics System REV224- Bus Engine/Trans/Comp Rehab/Replace	\$0 \$3,000,000	\$0 \$0	\$0 \$2,400,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$600,000	\$0 \$600,000
REV224- Bus Engine/ Trans/Comp Rehab/Replace REV233- Comet Car Replacement	\$3,000,000	\$0 \$0	\$2,400,000	\$0 \$0	\$3,000,000	\$0 \$0	\$0	\$0	\$600,000	\$3,000,000
SGR040- Light Rail Vehicle Rehab	\$8,285,150	\$0	\$0	\$0	\$0	\$0	\$8,285,150	\$0	\$0	\$8,285,150
SGR353- Commuter Rail Engine Overhaul	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR386- LRV Accident Repair	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000
SGR391- Commuter Rail Vehicle Rehab and Replacement	\$2,000,000	\$0	ŚO	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Information Technology	\$25,184,865	\$0	\$11,689,700	\$0	\$0	\$0	\$0	\$0	\$13,495,165	\$13,495,165
ICI001- Passenger Information	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000
ICI005- EFC Rehab and Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICI146- FrontRunner WiFi Enhancements ICI173- JDE System Enhancement	\$50,000 \$50,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$50,000 \$50,000	\$50,000 \$50,000
ICI179- Network & Infrastructure Equipment	\$296,740	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$296,740	\$296,740
ICI183- Legal SW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICI186- In-house App Dev. & Enhancements	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000
ICI191- IT Managed Reserved (formerly IT Pool) ICI197- Bus Communication On-Board Tech	\$400,000 \$100,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$400,000 \$100,000	\$400,000 \$100,000
	,,			,,,	,				,,	+
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,000	\$210,000
ICI199- Rail Communication On-Board Tech	\$100,000 \$473,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$100,000 \$473,000	\$100,000 \$473,000
ICI201- Server, Storage Infrastructure Eq & SW ICI202- Radio Communication Infrastructure	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
ICI214- Init APC Upgrade	\$243,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$243,000	\$243,000
ICI217- Transit Management Sytem	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-1- New Radio Communication System	\$8,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000,000	\$8,000,000
NP-14- Fares Systems Replacement Program NP-45- ERP / HCM and Maintenance System External	\$14,612,125	\$0	\$11,689,700	\$0	\$0	\$0	\$0	\$0	\$2,922,425	\$2,922,425
Needs Review	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-46- JDE 9.2. Application Upgrade - UNx	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-47- SharePoint 2016 Migration to SharePoint Online										
Support NP-54- Customer Relations Software Replacement	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
Major Capital Project	\$112,323,299	\$0	\$0	\$25,000,000	\$0	\$82,323,299	\$0	\$0	\$5,000,000	\$5,000,000
MSP102- Depot District	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP185- Ogden/Weber State University BRT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP205- TIGER Program of Projects MSP215- Sharp-Tintic Rail Connection	\$0 \$123,299	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$123,299	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
MSP215- Sharp-Timic Rail Connection MSP216- Point of Mountain AA/EIS	\$123,299 \$0	\$0 \$0	\$0	\$0	\$0	\$123,299 \$0	\$0	\$0	\$0	\$0 \$0
MSP252- FrontRunner Double Tracking	\$91,000,000	\$0	\$0	\$5,000,000	\$0	\$81,000,000	\$0	\$0	\$5,000,000	\$5,000,000
MSP253- Mid-Valley Connector	\$20,000,000	\$0	\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$0
MSP259- S-Line Extension Other Capital Projects	\$1,200,000 \$30,221,600	\$0 \$0	\$0 \$2,547,312	\$0 \$1,920,000	\$0 \$0	\$1,200,000 \$0	\$0 \$1,600,000	\$0 \$3,856,324	\$0 \$20,297,964	\$0 \$21,897,964
MSP122- Positive Train Control	\$0	\$0 \$0	\$2,547,512	\$1,920,000	\$0	\$0	\$1,800,000	\$3,850,324	\$20,297,984	\$21,897,964
MSP132- Technical Support for IPCS Maintenance and										
Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0 \$0
MSP140- Box Elder Right of Way Preservation MSP194- 650 South Station	\$3,500,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,500,000 \$0	\$0 \$0	\$0 \$0
MSP194- 650 South Station MSP198- Wayfinding Signage	\$300,000	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
MSP202- Davis-SLC Community Connector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP227- Meadowbrook Expansion	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP233- North Temple EOL (SLC CMAQ grant) MSP248- Capital Planning/Env Analysis	\$0 \$500,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$500,000	\$0 \$500,000
MSP248- Capital Planning/Env Analysis MSP255- Central Corridor Transit	\$500,000	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0 \$0	\$500,000	\$500,000
MSP258- Mt Ogden Admin Bldg expansion	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
MSP999- Capital Contingency	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
NP-13- South Valley Transit (formerly known as Provo to	63.000.000	ćo	¢1 con one	60	60	60	60	60	Ć400.000	¢402.000
Payson Transit) NP-18- Program Management Support	\$2,000,000 \$3,300,000	\$0 \$0	\$1,600,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,500,000	\$0 \$0	\$400,000 \$1,800,000	\$400,000 \$3,300,000
NP-23- 3500 South TSP Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,800,000	\$3,300,000
NP-29- New Maintenance Training Facility	\$2,300,000	\$0	\$0	\$1,920,000	\$0	\$0	\$0	\$0	\$380,000	\$380,000
NP-39- Tooele County Microtransit & Vehicle										
Flantsification	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Electrification						L		6405 334		\$567,964
NP-55- Transit Signal Priority On Board Units (TOBU)	\$821,600	\$0	\$147.312	\$0	\$0	\$0	SO	\$106.374	\$567,964	
	\$821,600 \$3,500,000	\$0	\$147,312 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$106,324 \$0	\$3,500,000	\$3,500,000
NP-55- Transit Signal Priority On Board Units (TOBU) Project NP-57- Light Rail Red Signal Enforcement NP-59- Trax Operational Simulator	\$3,500,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,500,000 \$0	\$0
NP-55- Transit Signal Priority On Board Units (TOBU) Project NP-57- Light Rail Red Signal Enforcement NP-59- Trax Operational Simulator NP-60- Public Partnership Projects	\$3,500,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$3,500,000 \$0 \$0	\$0 \$0
NP-55- Transit Signal Priority On Board Units (TOBU) Project NP-57- Light Rail Red Signal Enforcement NP-59- Trax Operational Simulator	\$3,500,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,500,000 \$0	\$0

UTA 5- Year Capital Plan: 2024 Details

Program/Project Name	2024 Total Budget	2024 Bonds	2024 Grants	2024 Grants- Unfunded	2024 Lease	2024 State	2024 4th Qtr	2024 Local Partners	2024- UTA Local	2024 Total UTA Funds
NP-72- System Restrooms	\$1,000,000	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000
SGR358- Frontrunner Paint Booth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR390- OK Manufacturing Building	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Property/TOD/Real Estate	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
NP-10- Property Management - Capital Repairs	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
NP-11- SLCentral HQ Office	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-12- TOD Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety & Security/Police	\$1,233,224	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,233,224	\$1,233,224
FMA516- Corridor Fencing	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
FMA535- Ballistic Vest Replacement	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000
FMA538- Police Radio Replacements	\$56,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$56,000	\$56,000
FMA539- Tasers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA543- Vehicle Replacement/Expansion	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000
FMA557- Bus Safety and Security	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000
FMA604- Safety General Projects	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
FMA645- Camera Sustainability	\$420,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000	\$420,000
FMA656- Facility Security	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
FMA658- Bus Camera Overhaul/Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA659- Emergency Operations Training	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000
FMA676- Security General Projects	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000
ICI140- Next Crossing Camera Installation	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
NP-36- Arc Flash Analysis	\$87,224	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$87,224	\$87,224
NP-38- Police CAD/RMS w Optional Taser/Body Cams	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total	\$268,803,470	\$0	\$29,737,012	\$26,920,000	\$57,798,832	\$82,323,299	\$9,885,150	\$3,856,324	\$58,282,853	\$125,966,835

UTA 5- Year Capital Plan: 2025 Details

Program/Project Name	2025 Total Budget	2025 Bonds	2025 Grants	2025 Grants-	2025 Lease	2025 State	2025 4th Qtr	2025 Local	2025- UTA Local	2025 Total UTA
5310 Project	\$0	\$0	\$0	Unfunded \$0	\$0	\$0	\$0	Partners \$0	\$0	Funds \$0
CDA006- 5310 Admin Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICI213- E Voucher Phase 2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP249- FY19/20 - 5310 Funds - SL/WV	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP250- FY19/20 - 5310 Funds - O/L MSP251- FY19/20 - 5310 Funds - P/O	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
Asset Management- Facilities	\$4,450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,450,000	\$4,450,000
FMA559- Office Equipment Reserve	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
FMA652- Equipment Managed Reserve	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
FMA653- Facilities Rehab and Replacement FMA672- Park and Ride Rehab/Replacement	\$2,000,000 \$1,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$2,000,000 \$1,000,000	\$2,000,000 \$1,000,000
FMA673- Stations and Platforms Rehab/Replace	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000
FMA679- Building Remodels/Reconfiguration	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
NP-51- Warm Springs Sewer Line Relocation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR392- FR Snow Melt System Replacement Asset Management- Rail Infrastructure	\$0 \$6,650,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$6,650,000	\$0 \$6,650,000
MSP257- Gap filler on FR stations	\$0,050,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0,050,000
SGR359- Bridge Rehabilitation & Maintenance	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000
SGR385- Rail Rehab and Replacement	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
SGR393- Grade Crossings Rehab/Replacement SGR401- Ballast and Ties Rehab/Replacement	\$2,000,000 \$250,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$2,000,000 \$250,000	\$2,000,000 \$250,000
Asset Management- Rail Systems	\$9,687,500	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$4,687,500	\$4,687,500
MSP189- Signal Pre-emption Projects w/UDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR047- Stray Current Mitigation	\$462,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$462,500	\$462,500
SGR397- Traction Power Rehab/Replacement	\$5,000,000	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR398- OCS Wire Survey SGR403- Train Control Rehab/Replacement	\$925,000 \$1,300,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$925,000 \$1,300,000	\$925,000 \$1,300,000
SGR404- Rail Switches/Trackwork Controls	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Asset Management- Vehicle New Purchase	\$48,700,000	\$0	\$0	\$0	\$48,200,000	\$0	\$0	\$0	\$500,000	\$48,700,000
NP-52- VW battery buses	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REV205- Non-Rev Service Vehicle Replace	\$500,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$500,000 \$0	\$500,000
REV209- Paratransit Vehicle Replacment REV211- Bus Replacement	\$3,400,000 \$43,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$3,400,000 \$43,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,400,000 \$43,000,000
REV212- Park City Lo/No Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REV232- Van Pool Replacement	\$1,800,000	\$0	\$0	\$0	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000
Asset Management- Vehicle Rehabilitation	\$18,581,775	\$0	\$2,400,000	\$0	\$3,000,000	\$0	\$10,581,775	\$0	\$2,600,000	\$5,600,000
NP-16- GPS Telemetrics System REV/224- Rus Engine/Trans/Comp Rehab/Replace	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0 \$0	\$0 \$0	\$0 \$600,000	\$0
REV224- Bus Engine/Trans/Comp Rehab/Replace REV233- Comet Car Replacement	\$3,000,000 \$3,000,000	\$0 \$0	\$2,400,000 \$0	\$0 \$0	\$0 \$3,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$600,000	\$600,000 \$3,000,000
SGR040- Light Rail Vehicle Rehab	\$10,581,775	\$0	\$0	\$0	\$0	\$0	\$10,581,775	\$0	\$0	\$0
SGR353- Commuter Rail Engine Overhaul	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR386- LRV Accident Repair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR391- Commuter Rail Vehicle Rehab and Replacement	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Information Technology	\$10,831,069	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,831,069	\$10,831,069
ICI001- Passenger Information	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICI005- EFC Rehab and Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICI146- FrontRunner WiFi Enhancements	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
ICI173- JDE System Enhancement ICI179- Network & Infrastructure Equipment	\$50,000 \$280,704	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$50,000 \$280,704	\$50,000 \$280,704
ICI183- Legal SW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286,764	\$0
ICI186- In-house App Dev. & Enhancements	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000
ICI191- IT Managed Reserved (formerly IT Pool)	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000
ICI197- Bus Communication On-Board Tech	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	\$260,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260,000	\$260,000
ICI199- Rail Communication On-Board Tech	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
ICI201- Server, Storage Infrastructure Eq & SW	\$165,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$165,000	\$165,000
ICI202- Radio Communication Infrastructure	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
ICI214- Init APC Upgrade ICI217- Transit Management Sytem	\$243,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$243,000 \$0	\$243,000 \$0
NP-1- New Radio Communication System	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
NP-14- Fares Systems Replacement Program	\$8,382,365	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,382,365	\$8,382,365
NP-45- ERP / HCM and Maintenance System External										
Needs Review	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-46- JDE 9.2. Application Upgrade - UNx NP-47- SharePoint 2016 Migration to SharePoint Online	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-54- Customer Relations Software Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Capital Project	\$117,500,000	\$0	\$0	\$7,500,000	\$0	\$105,000,000	\$0	\$0	\$5,000,000	\$5,000,000
MSP102- Depot District MSP185- Ogden (Weber State University BPT	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
MSP185- Ogden/Weber State University BRT MSP205- TIGER Program of Projects	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
MSP205- Figer Program of Projects MSP215- Sharp-Tintic Rail Connection	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
								ćo.		\$0
MSP216- Point of Mountain AA/EIS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking	\$117,500,000	\$0	\$0	\$7,500,000	\$0	\$0 \$105,000,000	\$0	\$0	\$5,000,000	\$5,000,000
MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking MSP253- Mid-Valley Connector	\$117,500,000 \$0	\$0 \$0	\$0 \$0	\$7,500,000 \$0	\$0 \$0	\$0 \$105,000,000 \$0	\$0 \$0	\$0 \$0	\$5,000,000 \$0	\$5,000,000 \$0
MSP216- Point of Mountain AA/EIS MSP232- FrontRunner Double Tracking MSP233- Mid-Valley Connector MSP259- S-Line Extension	\$117,500,000 \$0 \$0	\$0 \$0 \$0	\$0 \$0 \$0	\$7,500,000	\$0 \$0 \$0	\$0 \$105,000,000 \$0 \$0	\$0	\$0 \$0 \$0	\$5,000,000 \$0 \$0	\$5,000,000 \$0 \$0
MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking MSP253- Mid-Valley Connector	\$117,500,000 \$0	\$0 \$0	\$0 \$0	\$7,500,000 \$0 \$0	\$0 \$0	\$0 \$105,000,000 \$0	\$0 \$0 \$0	\$0 \$0	\$5,000,000 \$0	\$5,000,000 \$0
MSP216- Point of Mountain AA/EIS MSP253- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP259- S-Line Extension Other Capital Projects MSP122- Positive Train Control MSP132- Technical Support for IPCS Maintenance and	\$117,500,000 \$0 \$0 \$24,926,600 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$2,340,018 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$1,500,000 \$0	\$0 \$0 \$0 \$5,216,979 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0
MSP21a- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP259- S-Line Extension Other Capital Projects MSP122- Positive Train Control MSP132- Technical Support for IPCS Maintenance and Enhancements	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$2,340,018 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0	\$0 \$0 \$0 \$5,216,979 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0
MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP259- S-Line Extension Other Capital Projects MSP122- Positive Train Control MSP132- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$0 \$3,500,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0	\$0 \$0 \$5,216,979 \$0 \$0 \$3,500,000	\$5,000,000 \$0 \$15,869,603 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0
MSP216- Point of Mountain AA/EIS MSP253- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP259- S-Line Extension Other Capital Projects MSP122- Positive Train Control MSP132- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP194- 650 South Station	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$0 \$3,500,000 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$5,216,979 \$0 \$0 \$3,500,000 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0
MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP259- S-Line Extension Other Capital Projects MSP122- Positive Train Control MSP132- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$0 \$3,500,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0	\$0 \$0 \$5,216,979 \$0 \$0 \$3,500,000	\$5,000,000 \$0 \$15,869,603 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0
MSP212- Point of Mountain AA/EIS MSP252-FrontRunner Double Tracking MSP253-Mid-Valley Connector MSP253-S-Line Extension Other Capital Projects MSP122- Positive Train Control MSP132- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP194- 650 South Station MSP194-So Jouth Station MSP194-South Station MSP194-South Station MSP194-South Station MSP194-South Station MSP194-South Station MSP194-South Station MSP194-South Station MSP194-South Station MSP194-South Station MSP194-Box Hight of Way Preservation MSP194-Box Hight of Way Preservation MSP194-Box Hight of Way Preservation MSP194-Box Hight of Way Preservation MSP195-Technical Station MSP195-Technical Station	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,500,000 \$0 \$300,000 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5,216,979 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$300,000 \$0 \$0 \$0	\$5,000,000 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$300,000 \$0 \$0 \$0
MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP259- S-Line Extension Other Capital Projects MSP124- Positive Train Control MSP132- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP138- Wayfinding Signage MSP1202- Davis-SLC Community Connector MSP237- Meadowbrook Expansion MSP338- Mayfinding Signage	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,500,000 \$0 \$300,000 \$0 \$3,936,600	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5,216,979 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$300,000 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP259- S-Line Extension Other Capital Projects MSP122- Postive Train Control MSP123- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP140- Box Elder Right of Way Preservation MSP128- Capital Planning Connector MSP227- Meadowbrook Expansion MSP248- Capital Planning/Env Analysis	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,3500,000 \$0 \$300,000 \$0 \$3,336,600 \$5500,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5,216,979 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
MSP2126- Point of Mountain AA/EIS MSP252-FrontRunner Double Tracking MSP253-Mid-Valley Connector MSP253-Wid-Valley Connector MSP122-Positive Train Control MSP132-Technical Support for IPCS Maintenance and Enhancements MSP140-Box Elder Right of Way Preservation MSP139- 450S South Station MSP139- UsayInding Signage MSP202-Davis-SLC Community Connector MSP237-Meadowbroak Expansion MSP233-North Temple EOL (SLC CMAQ grant) MSP248-Capital Planning/Env Analysis MSP255-Central Corridor Transit	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,500,000 \$0 \$300,000 \$0 \$30,000 \$0 \$3,936,600 \$0 \$3,936,600 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5,216,979 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$300,000 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$5 \$15,869,603 \$0 \$0 \$0 \$0 \$300,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP259- S-Line Extension Other Capital Projects MSP122- Postive Train Control MSP123- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP140- Box Elder Right of Way Preservation MSP129- Davis-SLC Community Connector MSP227- Meadowbrook Expansion MSP238- North Temple EOL (SLC CMAQ grant) MSP248- Capital Planning/Env Analysis	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,3500,000 \$0 \$300,000 \$0 \$3,336,600 \$5500,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5,216,979 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$5 \$15,869,603 \$0 \$0 \$0 \$300,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
MSP2126- Point of Mountain AA/EIS MSP252-FrontRunner Double Tracking MSP253-Mid-Valley Connector MSP253-S-Line Extension Other Capital Projects MSP122-Positive Train Control MSP1232-Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP134- 650 South Station MSP134- 650 South Station MSP134- 650 South Station MSP138- Wayfinding Signage MSP202-Davis-SLC Community Connector MSP237-Meadowbrook Expansion MSP233- North Temple EOL (SLC CMAQ grant) MSP234- Capital Planning/Ern Analysis MSP255- Central Cordior Transit MSP235- MC Ugden Admin Bldg expansion MSP399- Capital Contingency NP-13- South Valley Transit (formerly known as Provo to	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,3500,000 \$30 \$30,000 \$3,336,600 \$3,336,600 \$50,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5,216,979 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$1,666,508 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$300,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$30,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP253- S-Line Extension Other Capital Projects MSP122- Positive Train Control MSP132- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP138- Wayfinding Signage MSP202- Davis-SLC Community Connector MSP231- North Temple EOL (SLC CMAQ grant) MSP234- Capital Planning/Erw Analysis MSP238- Capital Planning/Erw Analysis MSP238- Capital Corridor Transit MSP238- Capital Corridor Transit MSP238- Capital Corridor Transit MSP238- Capital Contingency NP-13- South Valley Transit (formerly known as Provo to Payson Transit)	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,500,000 \$0 \$3,936,600 \$500,000 \$50,000 \$50 \$5,000,000 \$0 \$5,000,000 \$0 \$5,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5,216,979 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$50,000 \$0 \$5,000,000 \$0 \$5,000,000 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$50 \$00 \$0
MSP2126- Point of Mountain AA/EIS MSP252-FrontRunner Double Tracking MSP253-Mid-Valley Connector MSP253-S-Line Extension Other Capital Projects MSP122-Positive Train Control MSP132-Technical Support for IPCS Maintenance and Enhancements MSP140-Box Elder Right of Way Preservation MSP198-Wayfinding Signage MSP202-Davis-SLC Community Connector MSP198-Wayfinding Signage MSP202-Davis-SLC Community Connector MSP237-Meadowbrook Expansion MSP238-Wayfinding Signage MSP202-Davis-SLC Community Connector MSP238-With Temple EOL (SLC CMAQ grant) MSP248-Capital Planning/Env Analysis MSP255-Central Corridor Transit MSP298-Aughtal Contingency NP-133-South Valley Transit (formerly known as Provo to Payson Transit) NP-18-Program Management Support	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,300,000 \$0 \$3,300,000 \$0 \$3,35,600 \$50,000 \$0 \$50,000 \$0 \$50,000 \$0 \$5,000,000 \$0 \$5,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5,216,979 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
MSP2126- Point of Mountain AA/EIS MSP252-FrontRunner Double Tracking MSP253-Mid-Valley Connector MSP253-Wid-Valley Connector Other Capital Projects MSP124- Positive Train Control MSP132- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP134- 650 South Station MSP138- Wayfinding Signage MSP202- Davis-SLC Community Connector MSP233- Neadowbrook Expansion MSP233- North Temple EOL (SLC CMAQ grant) MSP234- Capital Planning/Ern Analysis MSP255- Central Corridor Transit MSP258- Mt Ogden Admin Bidg expansion MSP358- WID Valley Transit (formerly known as Provo to Payson Transit) NP-13- South Valley Transit (formerly known as Provo to Payson Transit) NP-23- 300 South TSP Upgrade	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,350,000 \$0 \$300,000 \$0 \$3,3936,600 \$500,000 \$0 \$500,000 \$0 \$500,000 \$0 \$500,000 \$0 \$3,393,600 \$0 \$500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5 \$5,216,979 \$0 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$300,000 \$0 \$0 \$50,000 \$0 \$0 \$5,50,000 \$0 \$0 \$5,50,000 \$0 \$0 \$1,800,000 \$0 \$0 \$1,800,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$300,000 \$0 \$0 \$0 \$50 \$50,000 \$0 \$5,000,000 \$0 \$5,000,000 \$0 \$5,000,000 \$0 \$0 \$1,800,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
MSP2126- Point of Mountain AA/EIS MSP252-FrontRunner Double Tracking MSP253-Mid-Valley Connector MSP253-S-Line Extension Other Capital Projects MSP122-Positive Train Control MSP132-Technical Support for IPCS Maintenance and Enhancements MSP140-Box Elder Right of Way Preservation MSP198-Wayfinding Signage MSP202-Davis-SLC Community Connector MSP198-Wayfinding Signage MSP202-Davis-SLC Community Connector MSP237-Meadowbrook Expansion MSP238-Wayfinding Signage MSP202-Davis-SLC Community Connector MSP238-With Temple EOL (SLC CMAQ grant) MSP248-Capital Planning/Env Analysis MSP255-Central Corridor Transit MSP298-Aughtal Contingency NP-133-South Valley Transit (formerly known as Provo to Payson Transit) NP-18-Program Management Support	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,300,000 \$0 \$3,300,000 \$0 \$3,35,600 \$50,000 \$0 \$50,000 \$0 \$50,000 \$0 \$5,000,000 \$0 \$5,000,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5,216,979 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking MSP253- Mid-Valley Connector MSP253- St-Line Extension Other Capital Projects MSP124- Positive Train Control MSP132- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP134- 650 South Station MSP138- Wayfinding Signage MSP202- Davis-SLC Community Connector MSP233- North Temple EOL (SLC CMAQ grant) MSP234- Capital Planning/Erw Analysis MSP248- Capital Planning/Erw Analysis MSP258- Wayfinding Signage MSP205- Central Corridor Transit MSP258- With Valley Transit (formerly known as Provo to Payson Transit) NP-13- South Valley Transit (formerly known as Provo to Payson Transit) NP-23- South TSP Upgrade NP-23- New Maintenance Training Facility NP-34- Tooele County Microtransit & Vehicle Electrification	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,350,000 \$0 \$300,000 \$0 \$3,3936,600 \$500,000 \$0 \$500,000 \$0 \$500,000 \$0 \$500,000 \$0 \$3,393,600 \$0 \$500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5 \$5,216,979 \$0 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$300,000 \$0 \$0 \$50,000 \$0 \$0 \$5,50,000 \$0 \$0 \$5,50,000 \$0 \$0 \$1,800,000 \$0 \$0 \$1,800,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$300,000 \$0 \$0 \$0 \$50 \$50,000 \$0 \$5,000,000 \$0 \$5,000,000 \$0 \$5,000,000 \$0 \$0 \$1,800,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
MSP2126- Point of Mountain AA/EIS MSP253- Mid-Valley Connector MSP253- Mid-Valley Connector MSP253- S-Line Extension Other Capital Projects MSP122- Positive Train Control MSP132- Technical Support for IPCS Maintenance and Enhancements MSP134- 60 South Station MSP134- 60 South Station MSP139- 60 South Station MSP139- South Station MSP237- Meadowbrook Expansion MSP234- Capital Planning/Env Analysis MSP246- Capital Contingency MSP235- Mit Ggden Admin Bidg expansion MSP235- Central Corridor Transit MSP236- Mit Capital Contingency NP-13- South Valley Transit (formerly known as Provo to Payson Transit) NP-38- Program Management Support NP-33- Tooele County Microtransit & Vehicle Electrification NP-55- Transit Signal Priority On Board Units (TOBU)	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,3500,000 \$0 \$3,936,600 \$50 \$50,000 \$0 \$5,000,000 \$0 \$5,000,000 \$0 \$0 \$5,000,000 \$0 \$0 \$5,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$5,216,979 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$300,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$50,000 \$0 \$50,000 \$0 \$50,000 \$0 \$50,000 \$0 \$50,000 \$0 \$55,000,000 \$0 \$0 \$55,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
MSP2126- Point of Mountain AA/EIS MSP252-FrontRunner Double Tracking MSP253-Mid-Valley Connector Other Capital Projects MSP122- Positive Train Control MSP123- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP138- Vayfinding Signage MSP202- Davis-SLC Community Connector MSP233- North Temple EOL (SLC CMAQ grant) MSP234- Capital Planning/Env Analysis MSP235- Metal Community Connector MSP235- Metal Common MSP235- Mother Common MSP238- North Temple EOL (SLC CMAQ grant) MSP238- Mt Ogden Admin Bidg expansion MSP258- Mt Ogden Admin Bidg expansion MSP258- Mt Ogden Admin Bidg expansion MSP399- Capital Contingency NP-13- Sport Malager Tensit (formerly known as Provo to Payson Transit) NP-23- 3500 South TSP Upgrade NP-39- New Maintenance Training Facility NP-39- Neue County Microtransit & Vehicle Electrification NP-55- Transit Signal Priority On Board Units (TOBU) Project	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,3500,000 \$0 \$33,936,600 \$500,000 \$0 \$500,000 \$0 \$5,000,000 \$0 \$3,393,600 \$0 \$5,000,000 \$0 \$3,300,000 \$0 \$3,300,000 \$0 \$3,300,000 \$0 \$3,300,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5 \$5,216,979 \$0 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$30,000 \$0 \$30,000 \$0 \$0 \$0 \$50,000 \$0 \$0 \$5,00,000 \$0 \$0 \$1,800,000 \$0 \$0 \$1,800,000 \$0 \$0 \$1,800,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$30,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
MSP2126- Point of Mountain AA/EIS MSP253- Mid-Valley Connector MSP253- Mid-Valley Connector MSP253- S-Line Extension Other Capital Projects MSP132- Positive Train Control MSP132- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP139- 650 South Station MSP139- 650 South Station MSP139- South Station MSP233- North Temple EOL (SLC CMAQ grant) MSP238- MI Ogden Admin Bidg expansion MSP328- Capital Planning/ErvA nalysis MSP255S- Central Corridgerry NP-13- South Valley Transit (formerly known as Provo to Payson Transit) NP-38- Program Management Support NP-39- Tocele County Microtransit & Vehicle Electrification NP-55- Transit Signal Priority On Board Units (TOBU) Project	\$117,500,000 \$0 \$0 \$0 \$3,500,000 \$33,500,000 \$0 \$3,936,600 \$500,000 \$50 \$50,000 \$0 \$5,000,000 \$0 \$3,330,000 \$0 \$3,300,000 \$0 \$3,300,000 \$3,300,000 \$3,300,000	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5,216,979 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$50,000 \$0 \$5,000,000 \$0 \$5,000,000 \$0 \$1,800,000 \$0 \$1,800,000 \$0 \$269,603 \$269,603 \$3,300,000	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$50 \$0 \$0 \$50 \$00 \$0
MSP2126- Point of Mountain AA/EIS MSP252-FrontRunner Double Tracking MSP253-Mid-Valley Connector Other Capital Projects MSP122- Positive Train Control MSP123- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP138- Vayfinding Signage MSP202- Davis-SLC Community Connector MSP233- North Temple EOL (SLC CMAQ grant) MSP234- Capital Planning/Env Analysis MSP235- Metal Community Connector MSP235- Metal Common MSP235- Mother Common MSP238- North Temple EOL (SLC CMAQ grant) MSP238- Mt Ogden Admin Bidg expansion MSP258- Mt Ogden Admin Bidg expansion MSP258- Mt Ogden Admin Bidg expansion MSP399- Capital Contingency NP-13- Sport Malager Tensit (formerly known as Provo to Payson Transit) NP-23- 3500 South TSP Upgrade NP-23- New Maintenance Training Facility NP-38- Toole County Microtransit & Vehicle Electrification NP-55- Transit Signal Priority On Board Units (TOBU) Project	\$117,500,000 \$0 \$0 \$24,926,600 \$0 \$3,3500,000 \$0 \$33,936,600 \$500,000 \$0 \$500,000 \$0 \$5,000,000 \$0 \$3,393,600 \$0 \$5,000,000 \$0 \$3,300,000 \$0 \$3,300,000 \$0 \$3,300,000 \$0 \$3,300,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$1,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$5 \$5,216,979 \$0 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$30,000 \$0 \$30,000 \$0 \$0 \$50,000 \$0 \$0 \$5,00,000 \$0 \$0 \$1,800,000 \$0 \$0 \$1,800,000 \$0 \$0 \$1,800,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$30,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
MSP212- Point of Mountain AA/EIS MSP253- Mick Valley Connector MSP253- Mick Valley Connector MSP253- S-Line Extension Other Capital Projects MSP122- Positive Train Control MSP132- Technical Support for IPCS Maintenance and Enhancements MSP140- Box Elder Right of Way Preservation MSP149- Box Elder Right of Way Preservation MSP149- Box Elder Right of Way Preservation MSP149- Box Elder Right of Way Preservation MSP138- Wayfinding Signage MSP202- Davis-SLC Community Connector MSP237- Macdowbrook Expansion MSP233- North Temple EOL (SLC CMAQ grant) MSP248- Capital Playle EOL (SLC CMAQ grant) MSP248- Capital Playle EOL (SLC CMAQ grant) MSP235- Entral Corridor Transit MSP255- Central Corridor Transit MSP255- Central Corridor Transit MSP255- Central Corridor Transit MSP255- Central Corridor Transit MSP255- MI Ogden Admin Bidg expansion MSP290- Capital Contingency NP-13- South Valley Transit (formerly known as Provo to Payson Transit) NP-38- Progeram Management Support NP-39- Tooele County Microtransit & Vehicle Electrification NP-55- Transit Signal Priority On Board Units (TOBU) Project NP-57-Light Rail Red Signal Enforcement NP-59- Trax Operational Simulator	\$117,500,000 \$0 \$0 \$0 \$0 \$3,500,000 \$3,3500,000 \$3,335,600 \$3,336,600 \$3,336,600 \$50 \$0 \$5,000,000 \$0 \$5,000,000 \$0 \$0 \$3,330,000 \$0 \$0 \$3,330,000 \$0 \$0 \$0 \$0 \$0 \$3,330,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$2,340,018 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$7,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$105,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$5,216,979 \$0 \$3,500,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$30,000 \$0 \$30,000 \$0 \$0 \$0 \$5,000,000 \$0 \$5,000,000 \$0 \$5,000,000 \$0 \$5,000,000 \$0 \$1,800,000 \$0 \$1,800,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$5,000,000 \$0 \$0 \$15,869,603 \$0 \$0 \$0 \$30,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

UTA 5- Year Capital Plan: 2025 Details

Program/Project Name	2025 Total Budget	2025 Bonds	2025 Grants	2025 Grants- Unfunded	2025 Lease	2025 State	2025 4th Qtr	2025 Local Partners	2025- UTA Local	2025 Total UTA Funds
NP-72- System Restrooms	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
SGR358- Frontrunner Paint Booth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR390- OK Manufacturing Building	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Property/TOD/Real Estate	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
NP-10- Property Management - Capital Repairs	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
NP-11- SLCentral HQ Office	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-12- TOD Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety & Security/Police	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
FMA516- Corridor Fencing	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
FMA535- Ballistic Vest Replacement	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000
FMA538- Police Radio Replacements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA539- Tasers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA543- Vehicle Replacement/Expansion	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000
FMA557- Bus Safety and Security	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000	\$30,000
FMA604- Safety General Projects	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
FMA645- Camera Sustainability	\$420,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000	\$420,000
FMA656- Facility Security	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000
FMA658- Bus Camera Overhaul/Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA659- Emergency Operations Training	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000
FMA676- Security General Projects	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000
ICI140- Next Crossing Camera Installation	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
NP-36- Arc Flash Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-38- Police CAD/RMS w Optional Taser/Body Cams	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total	\$242,466,944	\$0	\$9,740,018	\$7,500,000	\$51,200,000	\$105,000,000	\$12,081,775	\$5,216,979	\$51,728,172	\$102,928,172

UTA 5- Year Capital Plan: 2026 Details

Program/Project Name	2026 Total Budget	2026 Bonds	2026 Grants	2026 Grants- Unfunded	2026 Lease	2026 State	2026 4th Qtr	2026 Local	2026- UTA Local	2026 Total UTA Funds
5310 Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Partners \$0	\$0	\$0
CDA006- 5310 Admin Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICI213- E Voucher Phase 2 MSP249- FY19/20 - 5310 Funds - SL/WV	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
MSP250- FY19/20 - 5310 Funds - O/L	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP251- FY19/20 - 5310 Funds - P/O	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Asset Management- Facilities FMA559- Office Equipment Reserve	\$1,850,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,850,000 \$100,000	\$1,850,000
FMA652- Equipment Managed Reserve	\$100,000 \$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$100,000 \$500,000
FMA653- Facilities Rehab and Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA672- Park and Ride Rehab/Replacement	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
FMA673- Stations and Platforms Rehab/Replace FMA679- Building Remodels/Reconfiguration	\$500,000 \$250,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$500,000 \$250,000	\$500,000 \$250,000
NP-51- Warm Springs Sewer Line Relocation	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$230,000	\$250,000
SGR392- FR Snow Melt System Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Asset Management- Rail Infrastructure	\$4,900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,900,000	\$4,900,000
MSP257- Gap filler on FR stations SGR359- Bridge Rehabilitation & Maintenance	\$0 \$400,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$400,000	\$0 \$400,000
SGR3S5- Bridge Kenabilitation & Maintenance	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
SGR393- Grade Crossings Rehab/Replacement	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
SGR401- Ballast and Ties Rehab/Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Asset Management- Rail Systems	\$5,525,000	\$0	\$750,000	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0	\$4,775,000 \$0	\$4,775,000
MSP189- Signal Pre-emption Projects w/UDOT SGR047- Stray Current Mitigation	\$0 \$525,000	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0	\$0	\$0 \$0	\$525,000	\$0 \$525,000
SGR397- Traction Power Rehab/Replacement	\$750,000	\$0	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR398- OCS Wire Survey	\$925,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$925,000	\$925,000
SGR403- Train Control Rehab/Replacement	\$1,325,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,325,000	\$1,325,000
SGR404- Rail Switches/Trackwork Controls	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000
Asset Management- Vehicle New Purchase NP-52- VW battery buses	\$26,050,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$25,300,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$750,000 \$0	\$26,050,000 \$0
REV205- Non-Rev Service Vehicle Replace	\$750,000	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000
REV209- Paratransit Vehicle Replacment	\$3,400,000	\$0	\$0	\$0	\$3,400,000	\$0	\$0	\$0	\$0	\$3,400,000
REV211- Bus Replacement	\$20,200,000	\$0	\$0	\$0	\$20,200,000	\$0	\$0	\$0	\$0	\$20,200,000
REV212- Park City Lo/No Grant REV232- Van Pool Replacement	\$0 \$1,700,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,700,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,700,000
Asset Management- Vehicle Rehabilitation	\$1,000,000	\$0 \$0	\$2,400,000	\$0 \$0	\$7,500,000	\$0 \$0	\$10,500,000	\$0 \$0	\$600,000	\$8,100,000
NP-16- GPS Telemetrics System	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REV224- Bus Engine/Trans/Comp Rehab/Replace	\$3,000,000	\$0	\$2,400,000	\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000
REV233- Comet Car Replacement	\$7,500,000	\$0	\$0	\$0	\$7,500,000	\$0	\$0	\$0	\$0	\$7,500,000
SGR040- Light Rail Vehicle Rehab SGR353- Commuter Rail Engine Overhaul	\$10,500,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$10,500,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0
SGR386- LRV Accident Repair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR391- Commuter Rail Vehicle Rehab and Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Information Technology	\$4,821,676	\$0	\$0	\$0	\$0	\$0 \$0	\$0	\$0	\$4,821,676	\$4,821,676
ICI001- Passenger Information ICI005- EFC Rehab and Replacement	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
ICI146- FrontRunner WiFi Enhancements	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000
ICI173- JDE System Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICI179- Network & Infrastructure Equipment	\$278,716	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$278,716	\$278,716
ICI183- Legal SW ICI186- In-house App Dev. & Enhancements	\$0 \$200,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$200,000	\$0 \$200,000
ICI191- IT Managed Reserved (formerly IT Pool)	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000
ICI197- Bus Communication On-Board Tech	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000	\$200,000
ICI198- Info Security Eq/SW (PCI Comp & Cyber Security)	\$475,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$475,000	\$475,000
ICI199- Rail Communication On-Board Tech ICI201- Server, Storage Infrastructure Eq & SW	\$100,000 \$186,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$100,000 \$186,000	\$100,000 \$186,000
ICI202- Radio Communication Infrastructure	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
ICI214- Init APC Upgrade	\$262,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$262,600	\$262,600
ICI217- Transit Management Sytem	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-1- New Radio Communication System NP-14- Fares Systems Replacement Program	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,999,360	\$0
NP-45- ERP / HCM and Maintenance System External	\$1,999,360	ŞU	ŞU	ŞU	ŞU	ŞU	ŞU	ŞU	\$1,999,300	\$1,999,360
Needs Review	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-46- JDE 9.2. Application Upgrade - UNx	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-47- SharePoint 2016 Migration to SharePoint Online										
Support NP-54- Customer Relations Software Replacement	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0	\$0 \$0	\$0 \$0	\$0	\$0
Major Capital Project	\$270,000 \$66,500,000	\$0 \$0	\$0 \$0	\$7,500,000	\$0 \$0	\$0 \$54,000,000	\$0 \$0	\$0 \$0	\$270,000 \$5,000,000	\$270,000 \$5,000,000
MSP102- Depot District	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP185- Ogden/Weber State University BRT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP205- TIGER Program of Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP215- Sharp-Tintic Rail Connection MSP216- Point of Mountain AA/EIS	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
MSP216- Point of Mountain AA/EIS MSP252- FrontRunner Double Tracking	\$66,500,000	\$0 \$0	\$0	\$7,500,000	\$0	\$54,000,000	\$0	\$0	\$5,000,000	\$5,000,000
MSP253- Mid-Valley Connector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP259- S-Line Extension	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Capital Projects MSP122- Positive Train Control	\$20,100,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,500,000	\$3,500,000 \$0	\$15,100,000 \$0	\$15,100,000
MSP122- Positive Train Control MSP132- Technical Support for IPCS Maintenance and	\$0	şU	\$0	\$0	\$0	\$0	\$0	ŞU	ŞU	\$0
Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP140- Box Elder Right of Way Preservation	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0
MSP194- 650 South Station	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP198- Wayfinding Signage MSP202- Davis-SLC Community Connector	\$300,000 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$300,000 \$0	\$300,000 \$0
MSP202- Davis-SLC Community Connector MSP227- Meadowbrook Expansion	\$0	\$0 \$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP233- North Temple EOL (SLC CMAQ grant)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP248- Capital Planning/Env Analysis	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
MSP255- Central Corridor Transit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MSP258- Mt Ogden Admin Bldg expansion MSP999- Capital Contingency	\$0 \$5,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$5,000,000	\$0 \$5,000,000
NP-13- South Valley Transit (formerly known as Provo to	\$5,000,000	υç	οç	οų	υç	οų	οç	ο	\$3,000,000	\$3,000,000
Payson Transit)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-18- Program Management Support	\$3,300,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$1,800,000	\$1,800,000
NP-23- 3500 South TSP Upgrade	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-29- New Maintenance Training Facility NP-39- Tooele County Microtransit & Vehicle	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Electrification	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-55- Transit Signal Priority On Board Units (TOBU)										
Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-57- Light Rail Red Signal Enforcement	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000
NP-59- Trax Operational Simulator NP-60- Public Partnership Projects	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0
The second product of the SHIP FIDECUS										
NP-69- TechLink Corridor Study	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$0 \$1,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,000,000	\$0 \$1,000,000

UTA 5- Year Capital Plan: 2026 Details

Program/Project Name	2026 Total Budget	2026 Bonds	2026 Grants	2026 Grants- Unfunded	2026 Lease	2026 State	2026 4th Qtr	2026 Local Partners	2026- UTA Local	2026 Total UTA Funds
NP-72- System Restrooms	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
SGR358- Frontrunner Paint Booth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SGR390- OK Manufacturing Building	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Property/TOD/Real Estate	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
NP-10- Property Management - Capital Repairs	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$40,000
NP-11- SLCentral HQ Office	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-12- TOD Working Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Safety & Security/Police	\$795,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$795,000	\$795,000
FMA516- Corridor Fencing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA535- Ballistic Vest Replacement	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000
FMA538- Police Radio Replacements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA539- Tasers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA543- Vehicle Replacement/Expansion	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000
FMA557- Bus Safety and Security	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA604- Safety General Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA645- Camera Sustainability	\$420,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000	\$420,000
FMA656- Facility Security	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA658- Bus Camera Overhaul/Replacement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA659- Emergency Operations Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FMA676- Security General Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICI140- Next Crossing Camera Installation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-36- Arc Flash Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NP-38- Police CAD/RMS w Optional Taser/Body Cams	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total	\$151,581,676	\$0	\$3,150,000	\$7,500,000	\$32,800,000	\$54,000,000	\$12,000,000	\$3,500,000	\$38,631,676	\$71,431,676